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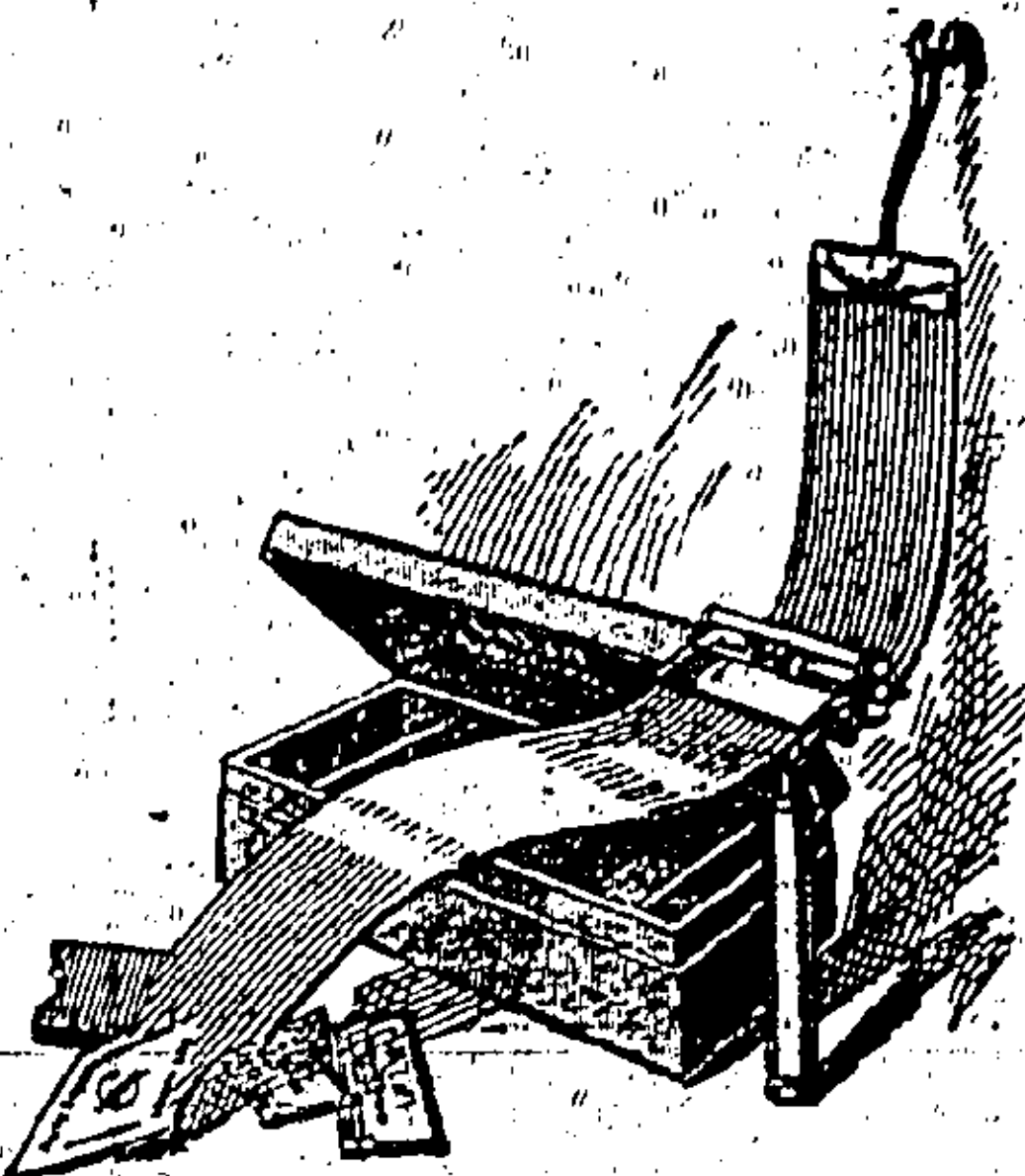
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Brings the comfort and economy of the only Self Stropping Razor within the reach of every purse. It is the biggest Safety Razor value yet offered. You are invited to call at our establishment and see the way it "Strops" itself and keeps its own blades sharp. Price complete in Case and 3 blades and leather Strop \$2.95.



WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.
THE "STORE FOR VALUE"

A SINGAPORE DIVORCE CASE. WIFE'S PATHETIC LETTER.

Mr. Justice Gordon at Dublin has recently granted the prayer of the petitioner, John William Schaff, for a divorce *a mensa et thoro* from his wife, Kathleen Dorothy, nee Fitzmaurice, on the ground of her misconduct with Francis James Horton, whose profession was not stated. The petitioner and the respondent lived in Ireland before they were married. At the outbreak of the war the petitioner took up duty as surgeon probationer on H.M.S. *Dolphin* which was cruising around the coast of Scotland. Miss Fitzmaurice went to live in Scotland with the view to their being married, and they were married on the 10th September, 1915 before the Registrar at Glasgow. After that they lived together at different places in Scotland. They returned to Dublin, he with the object of taking his degree in Public Health, having taken his degree in June, 1918, and his husband and wife went out to the Federated Malay States, where apparently they lived quite happily until June, 1921. There were two children of the marriage, a boy and a girl. Mrs. Schaff had a pre-dilection for medicine, and she, with the consent of her husband, went to Singapore to study medicine. She became a paying guest at the house of a lady. The petitioner followed her to Singapore, and they took up house together, he having obtained the post of Port Health Officer there. The trouble began, said counsel, in November, 1920, so far as the petitioner knew it. His wife introduced to him Francis J. Horton, and, at the wife's suggestion, Horton became a paying guest at their quarters. Very soon the husband had reason to complain of the conduct of Horton, and he ordered him to leave the house. Mrs. Schaff objected, and said that if Horton left she would leave with him. That was on the 23rd of January, 1921. Two days afterwards, when the petitioner came home in the evening, his wife was gone, and he found the following unsigned note in her hand-writing:

"DEAR JACK. This is just to bid you good-bye; and though my blessing may avail little, God bless you. I believe there must be a God, so very bitterly am I punished for my sin. If ever I have wronged you in the past, as well as for the unforgivable wrong I am doing you now, I shall expect them all. I have no illusions as to what I am doing. There isn't any colour about it—he has seen to that. Perhaps it was just of him. To what I am doing now, the only happy termination seems death, so many people will blame me for it. I am left with no friend anywhere, and there is no prospect of anything, so far as I can see, but I must take the rough with the smooth. My eyes are blind as I write. Take care of my Sheila, my poor, wee, golden-haired girlie. I pray I may never have another child, and I hope I may hear of her some time. Oh, Jack, there are so many memories of our life together. How can I bear to think of the sea again or the jungles? I do hope you will be successful, and that some day you can forget. Good-bye, my poor Jack, you have always been pitiful to me. Good-bye again, and try to forgive me."

The evidence in the case, namely, that of the petitioner and two witnesses, was taken by commission before the Supreme Court of the Straits Settlements on the 10th of last May. The original petition and citation were destroyed in the Four Courts, but copies of them were produced by Messrs. Beauchamp and Orr, who were acting for the petitioner, who, it was stated, was 27 years of age.

The evidence of the manager of the hotel in which the respondent and Horton stayed together, and that of another person, having been read, and there being no answer to the petition and no appearance for the respondent, Mr. Justice Gordon made the order as above stated.

THE "EGYPT" DISASTER. ADMIRAL DEFENDS CAPTAIN COLLYER.

Admiral Noel in a letter to the London Press describes the *Egypt* Court's decision as harsh. Captain Collyer, he says, deserves sympathy. There was no personal failure; on the contrary he acted according to the best traditions of English seamanship. Organisation is reckoning expected to avert catastrophe, which is impossible. Making a scapegoat of a brave and loyal Captain is no remedy.

"EGYPT" CAPTAIN'S DEFENCE.

Captain Collyer, in a letter of thanks to Admiral Noel for his defence, declares that he has been dismissed by men who do not seem to know what panic means under the conditions he underwent; also that saying that he was responsible for the loss of life is wrong. Captain Collyer declares that his action in jumping into the last boat and forcing some of the occupants to use the oars at the point of the revolver saved 85 to 70 lives. He declares that panic is not to be averted by lessons in boat drill. The result of the enquiry will only lead other commanders in times of crisis to neglect their real duty, which is to find out the extent of the damage and discover the actual position of the ship for wirelessing, etc., all of which he did for the sake of supervising and helping the boats, which is not the first care of a captain.

KOWLOON THEATRE.

Besides the screening of a film version of *Zorro* Grey's "The U.P. Trail," which is in itself a very big event, the Kowloon Theatre offered last night and will offer again to-night and to-morrow night, a special attraction in the shape of a series of ballet numbers by Miss Juri Thomas, an accomplished danseuse. Her classical dances, to music furnished by Professor Valdemiroff, are meeting with a deservedly enthusiastic reception.

PEKING'S MONEY TROUBLE. ARRANGEMENTS TO TIDE OVER FESTIVAL.

Reuter's correspondent at Peking, writing on September 27th, said:

It is semi-officially stated that the Government has virtually completed its financial arrangements to meet the obligations of the Mid-Autumn Festival and also until the end of the year.

The Eleventh Year Loan will be divided into four equal monthly lots. The Banks will take six per cent. discount, so that each monthly instalment will yield to the Government \$2,100,000.

It is proposed to issue debentures to the value of \$2,000,000 for a period of 10 months at 10 per cent. interest, secured on the Salt Surplus, which will be used for Mid-Autumn expenditure. It will thus be possible to make substantial payments of arrears of salary on settlement day while the monthly instalments of the loan will enable payment of 70 per cent. of military and police expenses and also salaries of Members of Parliament, leaving a balance of \$300,000 to be derived from other sources.

After the festival the Government intends to make definite proposals to the Tientsin regarding disbandment of troops.

SEAMEN'S UNION MEETING AT SHANGHAI. GOLD MEDALS FOR STRIKE SERVICES.

Owing to the difficulty of securing a suitable place for the holding of an inaugural meeting, the Shanghai Branch of the Chinese National Seamen's Union did not hold its first meeting until September 25th, when the Union was formally inaugurated in its office on Broadway. Over 200 persons representing the Head Branch of the Chinese National Seamen's Union, the Shanghai Branch Union, the Swatow Branch Union, the Canton Branch Union, the Chinese National Labour Organization, the Branch Association of the Chinese National Mechanics Association, the Chinese Labour Organisation in Hongkong, the Amalgamated Association of Chinese Labour Organisation in Hongkong, the Branch Office of the Hunan Labour Organization and delegates from employees of over twenty Chinese steamship companies were present. The meeting was convened at 2 p.m. The ceremony opened with a salute of the national flag. The Chairman of the Branch Union made a report on his work in organizing the Branch Union here and what he had done during the recent seamen's strike in Shanghai. He emphasized the importance of unity.

Gold medals were subsequently distributed among those seamen who had rendered invaluable service during the recent strike. —Shanghai Mercury.

THE TARIFF REVISION COMMISSION.

BRITISH DELEGATES DEPART FROM SHANGHAI.

The following paragraphs are taken from the *N.C. Daily News*:

We understand that Mr. H. H. Fox, C.M.G., H.M. Commercial Counsellor of Legation, who has been the senior British Delegate to the Tariff Revision Commission which has just completed its work, will shortly proceed to Peking in connection with the special conference which is to be held early next year. During Mr. Fox's absence from Shanghai the Commercial Counsellor's office will be in the charge of Mr. H. J. Brett, who is expected back from Home leave by the *Hogazaki Maru*, due here about October 23rd.

Mr. A. H. George, who has been assistant British delegate on the Tariff Revision Commission, is leaving on Sunday (Oct. 1st) for Tainanfu, where he will take charge of the Consulate-General during the absence of Mr. Betram Giles at Weihaiwei. Mr. George was yesterday entertained to luncheon at the Shanghai Club by members of the Pines Goods Sub-Committee of the British Chamber of Commerce, the members of which met to show their appreciation in connection with the Tariff Commission. Mr. L. M. Beytagh, president, and in a felicitous speech, voiced the feelings of the members, and offered their thanks for his efforts. Mr. George suitably replied.

"SHERRY"

THE STORY OF A YOUNG MAN AND HIS MONEY.

A fool and his money, says the proverb, are soon parted. From the moment he got his hands upon his little heritage of half a million odd dollars there was no serious effort made by the young hero of "Sherry," to-day's attraction at the Coronet, to reveal himself as an exception to the rule.

Sheridan Redpath he was called, and well was he nicknamed for he pointed things red wherever his primrose pathway led him. In the picture he is totally unaware of the screen is in the midst of a final "celebration." Handing over his last dime to a friendly bar tender, he makes for the woods, there to sober up and ponder on past misdeeds and future prospects. Romance and adventure take his way. He rescues a maiden in distress, his chivalry is rewarded, for, despite his disreputable past, he works hard, and himself a partnership and makes her his. The comedy element predominates throughout the picture, but there is a touch of mystery about it as well and some brie but entirely satisfying love

DR. SUN YAT-SEN AND THE SOVIET. CHARGE OF WISHING TO BRING COMMUNISM INTO CHINA FLATLY DENIED.

The *N.C. Daily News* of September 20th says:

The following statement has been issued by Dr. Sun Yat-sen in reference to a statement which has been reproduced in a section of the local Press from a Hongkong paper to the effect that he "has been conspiring to bring about an alliance between China, Germany and Russia, based on Bolshevik ideals."

Dr. Sun's attention has been specially called to the words italicized, which draw from him the reply that they constitute a foolish and false statement. While he feels himself under no obligation to answer charges made in an organ of certain well-known interests in the South, Dr. Sun says that the allegation is foolish because no one could really believe that there existed in China the same historical and economic conditions which have produced the sequence of events in Russia known as Bolshevism. And the statement was false because Dr. Sun had never planned, nor even thought of the possibility of transforming China into a Communist state. A glance into his book on the "International Development of China" would show that he held very strongly that the effective development and use of China's incalculable resources necessitated the co-operation of foreign capital and foreign technical assistance. He had made repeated offers for such co-operation in American, British and other quarters. Dr. Sun makes a specific reference to Germany and to Russia. In his view the disarmament of Germany and the abolition of her extraterritorial jurisdiction in this country have placed her, so far as China is concerned, in the category of non-aggressive Powers.

NOTHING TO FEAR FROM RUSSIA.

It is also the view of Dr. Sun that one of the greatest dangers in the past to the political independence and territorial integrity of China has been removed with the rise of Soviet Russia. And as long as the Soviet Government continues true and loyal to its non-imperialistic policy, a Republican China has nothing to fear from Russia.

Dr. Sun's considered view is that China, at the present stage of her modernization stands in great need of assistance from Powers who would treat and deal with her as an equal and a full-sovereign state. He believes that Germany and Russia are now so circumstanced and governed that China could treat with them on terms of equality. He is, therefore, in favour of a policy looking towards a closer rapprochement with those two Powers. He does not consider such a policy would militate against the legitimate interests of any Power that desires a strong and united China. At any rate it is a policy which would serve the best interests of a non-monarchical and non-reactionary China. That is the dominating consideration which inspires him. He might be dubbed pro-German or pro-Bolshevik. Those epithets of hate and revenge have no terrors for him, though they have unfortunately deterred many from doing their duty as sane and real lovers of their country and of their fellow men.

CERTAIN CORRESPONDENCE.

Dr. Sun finally refers to certain correspondence which, he understood, Chen Chung-ming had caused to be published in Hongkong for an obvious purpose. He says that he is not called upon to give any explanation, save to Parliament, as to any act or things done by him as the head of the Constitutional Government of Canton. If, however, it is alleged that the correspondence in question proved that he had "been conspiring for an alliance between China, Germany and Russia based on Bolshevik ideals," he would suggest that the correspondence itself be read in the original Chinese. An authorized English translation is under consideration. But even the rather poor English version published in one of Chen Chung-ming's organs in the South showed that the allegation was unwarrantable and was to be ascribed to propagandist zeal.

*The italics are those of Dr. Sun.

DEMENTI FROM BERLIN.

BERLIN, September 28th. With reference to the Press report with regard to the alleged negotiations between an emissary of the former South China Government and the former German Minister to China, Admiral von Hintze, for an alliance between Russia, Germany and China, it is officially stated that the German Government knows nothing of such negotiations or of the allegedly official mission of Admiral von Hintze to Russia. Admiral von Hintze himself declares that he did not conduct any negotiations for such an alliance. —Reuter.

KRYPTOK LENSES

are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance. Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., the most competent optical manufacturing establishment in South China, located in 53, Queen's Road Central. Fitting glasses and testing the sight is their specialty. —ADVA.

INTIMATIONS

HONGKONG LADIES' HOCKEY CLUB.

THE ANNUAL GENERAL MEETING will be held in the Office of Messrs. JARDINE, MATHESON & Co. Ltd. (Top Floor), by kind permission, on WEDNESDAY, 11th OCTOBER, 1922, at 3.30 p.m.
B. E. JENNINGS, Hon. Secretary.

SAFE, Sure and Guaranteed Cure for Leprosy, Lues, Patches, Marks, Eruptions, Pimples, Eczema, etc., in Four Weeks. Patients willing to be treated by Post are requested to write, Rs. 7 to 8 (\$3.50) Per Week. Full particulars Free under cover. "SRI" WORKS, Bevan Square (E.C.), Calcutta (India). [1439]

S.S. "TUNGSHING."

STRANDED IN SWATOW HARBOUR.

MESSRS. JARDINE, MATHESON & CO. LTD., General Managers, HONGKONG, CHINA STRAITS NAVIGATION CO. LTD., HONGKONG, are prepared to receive TENDERS for the temporary repair, fitting, and delivery of the above steamer ber stores, apparel and tackle, at the Harbour of Swatow, in a condition for proceeding to Hongkong. Permits for inspection of vessel as she now lies, will be issued on application to the above. [1404]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY

No. 13, WING HING STREET, VICTORIA, HONGKONG. To be Sold by Order of the Mortgagee.

PUBLIC AUCTION. IN ONE LOT. On MONDAY.

The 23rd Day of Oct., 1922, at 3 o'clock p.m.

By Messrs. JAMMERT BROTHERS, At Their Office, DUNDRELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2158 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2158 being a scavenging lane. All of which premises are held for the residue of the term of 15 years from the 15th day of May, 1916, created by the Crown Lease, thereof, together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street. Particulars and Conditions of sale may be obtained from Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Vaux Road Central, and Messrs. JAMMERT BROTHERS, Auctioneers, 1397.

Now in Hongkong! FOR A SHORT TIME ONLY. MADAME ISIS, CELEBRATED ENGLISH PALMIST AND CRYSTAL GAZER.

MADAME ISIS can be consulted on all business, financial and domestic affairs, which are all treated with the strictest confidence. MADAME ISIS has met with the greatest success in her first week, as many satisfied clients of this talented lady will testify.

MADAME ISIS is making a World Tour and is only staying in Hongkong for a short time. MADAME ISIS has had over twenty years' experience in her Art and has read the lines of many famous men and practically all the Ruling Princes in India, where she spent the last five years in this Profession.

Hours of Consultation—2.30 to 1 and 3.30 to 6.00 daily, including Sunday. Fee—Study and Lecture by the lines of the hand, \$7.50.

Study and Lecture by her Celebrated Method of Crystal Gazing, \$10.00.

Palmists and Crystal Gazers the World over follow in her footsteps and freely acknowledge her leadership.

Room No. 103, KING EDWARD HOTEL. [1541]

MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern Motor Launch "HENRICA"

(Built of Steel). Length overall—56'0". Breadth moulded—14'6". Depth moulded—3'6". Draught moulded—18" to 19". D.W. capacity on above draft—3 tons. Speed—8½ knots. Engines—Twin set "Kelvin" Motors, each 30 h.p.

Installed with Electric Light. Price \$10,000 or near offer.

The Motorboat "KEIKUNG"

(Built of Teak). Length overall—29'3/4". Breadth—7'5/16". Draught (approximate)—18". Engine—"Kelvin" Electric Motor. Price \$1,800 or near offer.

Attyr NESTLE & ANGLO-SWISS CONDENSED MILK CO.

11, QUEEN'S ROAD CENTRAL.

U.S. ASSISTANT SECRETARY OF COMMERCE.

ENTERTAINED BY THE CHINESE COMMUNITY.

Mr. C. H. Huston, Assistant Secretary to the U.S. Department of Commerce, was entertained by the Chinese community at the Chinese Chamber of Commerce, yesterday afternoon. Tea was served in Chinese fashion and afterwards a private reception was held at Sir Robert Ho Tung's residence.

Mr. Li Po Kwai, Chairman of the Chinese Chamber of Commerce, presided over the public gathering and those present to welcome the visitor (who was accompanied by the U.S. Consul-General, Mr. W. Holt Gale) included: Sir Robert Ho Tung, the Hon. Mr. Chow Shou Son, the Hon. Mr. Ng Hon Tsz, Mr. Ho Fook and many leading Chinese merchants. The visitors also included Lieut. Col. H. M. Evans and the Vice-Consul (Mr. McCafferty).

The Chairman, speaking in Chinese, said the occasion was one to which Chinese merchants attached much importance, inasmuch as it was a rare event to receive in Hongkong so eminent a guest as the Assistant Secretary of Commerce of the United States of America. They welcomed the opportunity of manifesting the friendly feeling they entertained for the American nation. China was grateful to the United States for much substantial help in the past and was looking to her, as to Britain, for even greater assistance in the future in developing her industries and trade. It was a happy augury for China that important officials from the United States should gain a first-hand knowledge of her real economic conditions and potentialities, her natural resources and her organisation of capital and labour. The Chairman referred to Mr. Huston's remarks, in his address to the American community, on radio-telegraphy and telephony, and remarked that this new scientific development would do more than any other to bring the nations closer together and unite them into one great brotherhood. He looked forward to the day when a Hongkong merchant would be able to place an order in America by wireless telephony when that could be done, not only would international trade materially increase, but most international misunderstandings could be dissipated by a frank and friendly talk by phone.

The Chinese merchants of Hongkong (he continued) considered that, in assisting to promote trade between Hongkong and countries outside the British Empire, they were serving the best interests of the Colony. There was room in Hongkong for all, and the Colony had gained its present proud position by having thrown open its doors to all nations of the world. He was particularly impressed with Mr. Huston's remark, the other day, that the United States did not want to develop a greater volume of trade without regard for other nations already in the field. Such a liberal policy was bound to have a healthy effect upon Chinese international commerce, and it was because of such a policy, enunciated by Britain and the United States towards China, that the Chinese were now looking to these great sections of the English-speaking race to assist them in their task of reform. Mr. Li Po Kwai concluded with a tribute to the Consul-General, Mr. Gale, whose sterling qualities had won the respect of all sections of the community. (Applause).

A translation, in English, of the address was then read by Mr. R. H. KOTWALL.

Mr. Huston, in acknowledgment, said that, just as the outside world might form the impression that business in the United States was entirely dislocated by strikes—which, as a matter of fact, affected only a comparatively small section of the community, so it might be supposed, that China, was at a standstill on account of internecine strife. On the contrary, however, in the numerous places in China that he had visited, prosperity and contentment were in evidence.

The Hon. Mr. Chow Shou Son assured Mr. Huston that, although time did not permit a larger gathering in his honour, the assembly expressed a welcome on behalf of the whole Chinese community. His friendly sentiments were appreciated and reciprocated by all present.

Mr. Gale said he could not allow the extremely kind reference to him by the Chairman to go without acknowledgment. During the year and a half that he had been in Hongkong, he had learned to have a sincere respect for the many admirable traits of the Chinese residents, from the cheerfulness, good humour and industry

COMPANY MEETING.

THE DOUGLAS STEAMSHIP CO. LIMITED.

The thirty-ninth ordinary general meeting of shareholders of the Douglas Steamship Co., Ltd., was held at the offices of the Company, yesterday, at noon.

Mr. H. P. White presided and there were also present: the Hon. Mr. A. O. Lang, Mr. D. G. M. Bernard, Mr. W. E. Clarke (Consulting Committee), Mr. W. L. Farmer (Secretary) and Messrs. W. E. L. Shenton, P. C. Potts, G. W. Barton, S. T. Williamson, J. E. Gomes and Chan King Yue.

After the Secretary had read the notice convening the meeting.

The Chairman said:—Gentlemen, The report and accounts having been in your hands for some time, I will with your permission take them and the report of the Auditors as read, and I trust the proposed distribution of profits and allocations made from the reserve fund will have the approval of shareholders.

The result of the year's working may, I think, be viewed satisfactorily in face of the world-wide depression in trade and the dislocation of coastal business caused by strikes and other economic local disturbances that have taken place during the period under review, and the continued unsettled political condition of China.

As you will gather from the accounts: *Hailong*, which was purchased in 1920 to take the place of *Hailan*, has been sold as it was found that she was too expensive to run profitably, and advantage was taken of what must be considered as an extremely good offer to dispose of her. The amount, appearing in the profit and loss account, as loss on her sale is a book loss only, as a good proportion of the amount realised still remains in stock and should exchange prove favourable this loss will be minimized or wiped out.

Since the closing of the accounts the *Taipei* (renamed *Hailong*) has been purchased at a moderate figure and, as she is economical in working and has fair speed, with the additional passenger accommodation that has been installed, she should prove a useful addition to the Company's fleet either for its regular trade or for chartering purposes.

The agreement with the lessee of the foreshore rights expires in 1927 and an opportunity of purchasing these rights having occurred, the General Managers, with the approval of the Consulting Committee, have taken advantage of this as this ownership of the Wharf is of vital importance to the Company's interests and, moreover, it is a valuable asset. A portion of the cost of purchase appears in the past year's accounts under the heading of "Additions made during the year," and in this connection I may state that the East side of the Wharf has been sublet at a good rental for 3 months with the prospect of an extension of the lease.

Regarding the outlook for the current year, although the terrible disaster to the Port of Swatow in August temporarily disorganised trade with that Port, the wonderful recuperative faculties of the Chinese have quickly asserted themselves and business is recovering and the Company's earnings for the first quarter are satisfactory.

I now beg to propose the adoption of the report and accounts as presented and after this has been seconded I will be pleased to answer any question that shareholders may desire to ask.

Mr. W. E. L. SHENTON seconded the proposition which was carried unanimously.

The Hon. Mr. A. O. Lang, Mr. D. G. M. Bernard and Mr. W. E. Clarke were re-elected to the Consulting Committee on the proposition of Mr. Potts, seconded by Mr. Chan King Yue.

Then Hon. Mr. A. R. Lowe and Mr. H. Greenwood were re-elected auditors for the ensuing year at a remuneration of \$500 each on the proposition of Mr. WILLIAMSON, seconded by Mr. GOMES.

The Chairman announced that dividend warrants were now ready and could be had on application, and the meeting concluded.

of the labouring class, to the high intelligence, delicate sensibility and unfeigned courtesy of the cultivated official. Though the Occidental might, no doubt, aid the Chinese people greatly in developing their country in an economic sense, there was much the former might learn from a far older and riper civilization, not only in respect to the finer intellectual and aesthetic values but as regards the true worth of a man and his work. He thanked the Chairman sincerely and expressed his thanks to the Chinese Chamber of Commerce for the many courtesies shown to him and his countrymen. (Applause).

The proceedings shortly afterwards terminated.

M. PIASTRO'S VIOLIN RECITAL.

Music lovers gathered in large numbers at the City Hall on Wednesday to hear a very delightful concert given by the well-known violinist Mischel Piastro. At first glance it would appear that the programme fell into two parts, first the two items in Sonata by Cesar Franck and Wieniawsky form, and secondly the six smaller pieces. In fact, however, the Wieniawsky Concerto is hardly a Concerto except in name, and its three movements might easily have been quite independent selections for all that one knew; so that actually the division was Cesar Franck and the rest.

Of "the rest," the most familiar items were probably Glinka's "Lark," Chaminade's "Spanish Serenade" and Grieg's "Lonely Wanderer"—the last named an ingenious setting by Piastro himself, with some double-stopping entirely in the Grieg manner; though I am not sure if the tuning was altogether an advantage. Many of the items called for a very high degree of executive skill, notably Elgar's "Capricieuse," the Chaminade composition, and above all the fantastic "Ronde des Lutins" of Bazzini with which the concert ended, but M. Piastro overcame their difficulties with consummate skill. His harmonies in particular were without exception amazingly true, and his chromatic runs accurate above criticism.

The Cesar Franck Sonata which opened the concert is on a quite different footing. It is real serious music, formally strict though modern in treatment, calling for no great skill in the way of gymnastics, but for thought and for sympathy and for deep feeling. To those who attended a concert of Mr. Henry One last January, the Sonata is familiar; there is a very clear plot, or theme, or phrase, or what you will, going right through the four movements; the third movement seems to be an ingenious device to give the rapid *respiro* so that it will be ready to give full attention to the truly superb finale; above all, it is a Sonata for two instruments, not for a violin and accompaniment. If a criticism might be allowed, I personally thought M. Piastro was not so thoroughly at home in this as in the later part of the programme. Whether the acoustics of the room were not yet entirely mastered, or by mistrusted the discretion of the pianist, the fact remains that a few of the sustained notes had a slight harshness that entirely disappeared subsequently. None the less the Sonata was a great delight and was treated in the proper spirit by both executants, M. Piastro's treatment of the many enharmonic modulations being particularly exhilarating.

Mr. Oye's accompaniment was always above reproach. In the Sonata the pianist has almost more to do than the violinist, and here he particularly excelled; but in the more fugitive pieces his playing was always sympathetic and never banal.

Musicians.

OUR NEW ASSISTANT SUPERINTENDENT OF POLICE CHIEF INSPECTOR KERR PROMOTED.

The many friends of Chief Inspector James Kerr, of the Hongkong Police Force, will be pleased to learn that his promotion to Second Assistant Superintendent of Police has been approved. Confirmation of the appointment was received from Home on Wednesday.

Our new Assistant Superintendent of Police has all but completed 22 years' service with the local Police Force, having joined the Force as a constable on October 27th, 1899. He has probably seen longer service with the Hongkong Government than any other European now in the Service. Assistant Superintendent Kerr was promoted Acting Sergeant after seven years' service and five years' later was raised to the rank of acting Inspector, third-class. On the retirement of Inspector Gourley in 1915 he was appointed Chief Inspector, which post he has held to date, barring a brief period in 1919 when he took over the duties of Acting Assistant Superintendent of Police.

Mr. Kerr's new appointment is an unusual honour, as Assistant Superintendents usually join the Force, as Police Cadets. Only in one other case, we believe, has a police constable risen above the rank of Chief Inspector, and that was 20 years ago when Mr. Horspool was promoted to the rank of Deputy Superintendent of Police.

Consequent upon Mr. Kerr's new appointment there have been several promotions at the Central Police Station. Inspector Robert McDonald now becomes Chief Inspector and Inspector E. Brown takes over the duties of Divisional Inspector at Central Station.

THE REPUBLIC OF PORTUGAL.

TWELFTH ANNIVERSARY CELEBRATIONS.

The twelfth anniversary of the Republic of Portugal was celebrated yesterday by the local Portuguese community. The celebrations commenced on the previous night when a dance was held at the Club de Recreio, Kowloon, which was well attended. The Club grounds were festooned with coloured lights, representing the national colours of Portugal, the decorative effect being very pretty. Yesterday morning an "at Home" was held at the new Lusitano Club in Lee House Street. There the Consul-General for Portugal, Mr. Cervera de Albuquerque e Castro, received many guests, including Capt. R. Neville, A.D.C., representing His Excellency the Officer Administering the Government, the Acting Colonial Secretary (the Hon. A. G. M. Fletcher), the Attorney-General (Mr. J. H. Kemp, K.C., O.B.E.), and all the foreign consuls and many of the leading business men.

The Consul-General proposed two toasts: "The Republic" and "the King of Great Britain and Ireland" which were enthusiastically responded to.

In the evening a ball was held at Lusitano Club, the interior of the new building being beautifully decorated in honour of the occasion.

STEAM LAUNCH PIRATED.

PASSENGERS FROM TAIPO ROBBED.

Word has come to Hongkong of a piracy on the steam launch *Sun On*, which operates between Taiipo, in the New Territories, Wong Chuk and Sha-u Chong. The piracy took place at 9.30 a.m. on Wednesday shortly after the vessel had left Wong Chuk. The pirates are believed to have boarded the launch at Taiipo. They numbered about a dozen. At Taiipo they took on board with them a clock. Whilst passing through the Tolo Channel the pirates are said to have extracted from the clock a number of revolvers, which they distributed amongst the gang. Armed with these the robbers soon had the vessel at their mercy. Shots were fired at the ship's guards and they were overpowered and disarmed. Fortunately, nobody was injured. With the guards overpowered, the gang took control of the launch, looted the vessel and robbed the Chinese passengers of their money and jewellery. The pirates' haul is said to have amounted to \$5,000. On sighting some small boats, apparently in league with the gang, the robbers ordered the launch to be steered towards them. The loot was transferred to small craft and the pirates made good their escape.

The *Sun On* continued her voyage to Sha-u Chong and on returning to Taiipo the launch master reported the piracy to the police. A search for the gang of robbers by the police has proved unsuccessful. This is the second time the *Sun On* has been pirated within the past few months whilst on this run. Mr. H. A. Lammert of Hongkong is a part-owner of the vessel.

ARMED ROBBER IN A PORTUGUESE HOUSE.

A daring daylight armed robbery was committed on Wednesday at 11.15 a.m. at No. 1, Ning Po Street, which is occupied by Mrs. F. da Silva.

Mrs. da Silva was sitting in her room when a knock came to the door. She opened the door and a Chinese forced his way in. The man produced a revolver and issued a number of threats in Chinese. He asked her for the keys of the drawers. Terrified out of her life, Mrs. da Silva gave these up and showed the man where a quantity of money, amounting to \$93, was kept in a wardrobe. He extracted the notes and was engaged in searching for the jewellery when the door-bell rang, whereupon the man immediately bolted. Police whistles were blown but when the police arrived the robber had disappeared. It is thought that the person who rang the bell was in league with the robber.

SPORT. CRICKET.

The following teams have been chosen to represent the Hongkong Cricket Club 2nd XI. over the week end:—

On 7th October, at 2.15 p.m. *versus* Craigengower at Happy Valley:—H. H. Benson, J. D. Crawford, W. Fraser, H. E. Hollands, W. J. Hope, W. W. Mackenzie, G. H. Piercy, D. Reid, H. Spicer, M. M. Watson and J. R. Way.

On 8th October, at 10.30 a.m. *versus* Kowloon 2nd XI. at Kowloon:—H. H. Benson, J. D. Crawford, G. M. Dorkins, H. E. Hollands, J. D. Humphreys, F. O. Miller, B. D. C. Morgan, D. B. Peat, G. H. Piercy, H. Spicer and M. M. Watson.

LANE, CRAWFORD, LTD.

— FOR QUALITY AND SERVICE —

We have just received a very nice selection of

EVENING DRESSES

Suitable for the

RESTAURANT AND THEATRE

ALSO THE

NEWEST MODELS FOR THE SEASON

IN

EVENING WRAPS

AND

MOTOR COATS.

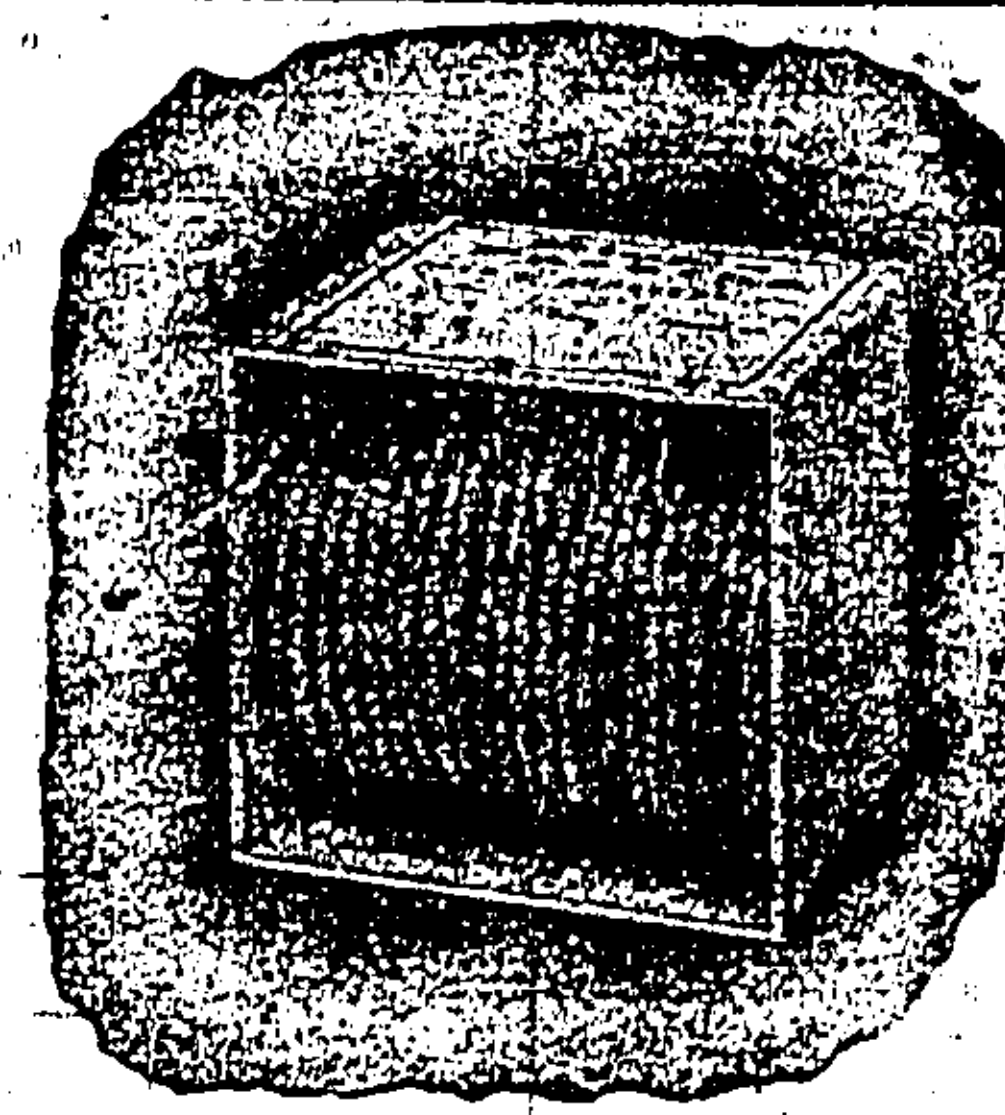
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MARABOUTS

ARE SMART, USEFUL, AND ECONOMICAL.

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PACKING LANE, CRAWFORD, LTD.

JUST ARRIVED

"SWANNEE" WHISTLES
"SIREN" WHISTLES
"CHELLA" PHONES.
"HUMANO PHONES"
"BIRD WARBLERS"
ETC.

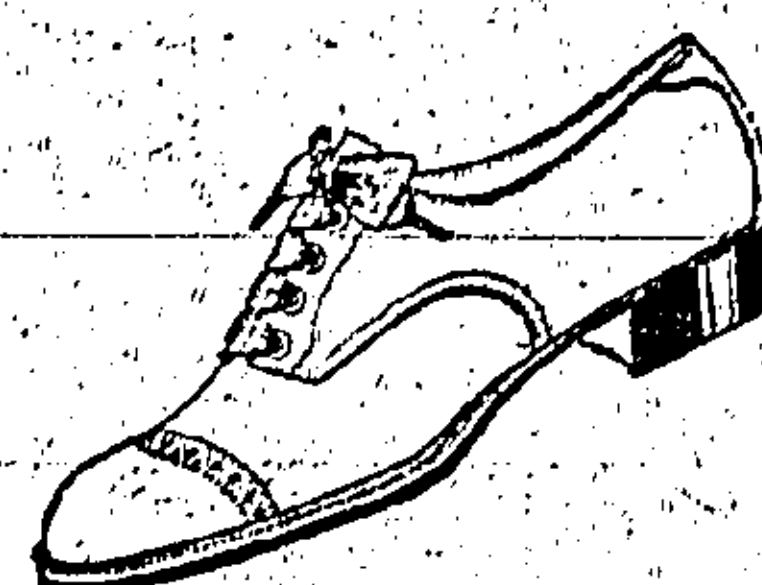
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Wm. Powell Ltd.

TELEPHONE C. 3146.

FOR VALUE IN GENTLEMEN'S FOOTWEAR.



In the "SAXONE" and "KELTIC" Brands of Footwear we are offering without question the Finest Value obtainable. SHOES \$18.50. BOOTS and BROGUE SHOES \$21.50. Stocked in Half Sizes and all Finings.

— If you have not received one send for illustrated Catalogue. —

NEW ADVERTISEMENTS

THEATRE ROYAL.
NOTICE

GRAND VAUDEVILLE
ENTERTAINMENT.
SATURDAY, OCTOBER 7TH, at 8.15 P.M.
COMEDY, SENTIMENT, MUSIC
AND MINUET.
Is at the
MANY CHARITIES FOR CHILDREN
MINISTERING CHILDREN'S SINGING
BOOKING AT NIGHTS.
PRICES - \$2, \$1 AND 50 CENTS.

HARBOR RACE.

LADIES on the 9th, GENTLEMEN on the 10th OCTOBER.
The Race Committee each day at 5.00 P.M.
Entrances for the above close on Friday, the 10th inst. at 6.00 P.M. Those intending to compete should send their names with entrance fee of \$10.00 on or before this date to the Hon. Secretary, Y.M.C.
A. McKIRDY,
Hon. Secretary.

THE FIRE INSURANCE ASSOCIATION OF HONGKONG.

DEMONSTRATION OF "FIRE FOAM" PATENT EXTINGUISHER.

MEMBERS of the FIRE INSURANCE ASSOCIATION of HONGKONG, and of the GENERAL PUBLIC are invited to attend a demonstration on the vacant space in front of the HONGKONG CLUB, at 4 P.M. on FRIDAY, OCTOBER 6TH, 1922, of a Patent Fire extinguisher known as "Fire Foam".
LOWE, RINGHAM & MATTHEWS,
Secretaries.
Hongkong, 5th October 1922. [1552]

NOTICE

MADAME LILY expected to return to the Colony from Paris on 13TH OCTOBER, by S.S. "Porthos", and will bring with her a splendid range of Paris models in frocks and millinery, and a large variety of winter goods.
She will be accompanied by a new French dressmaker, who, MADAME LILY is sure, will assist in maintaining her high reputation for excellence of work, quality and design.

MADAME LILY.

The Paris Shop of Hongkong.
Alexandra Building.

"GLEN" LINE, LIMITED.
NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM & PORTS.

THE Motor Vessel

"GLENAPP"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 11th Oct., 1922, at 5 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 11th Oct., 1922, at 10 A.M. Claims against the steamer including those for cargo short delivered, must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 4th October, 1922. [1579]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM & PORTS.

CARGO on M.V. "GLENNAVY" having arrived from the above ports M.V. "GLENAPP" to-day, Consignees are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 11th October, at 5 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 11th October, 1922, at 10 A.M. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
A General Average having been declared on the M.V. "GLENNAVY", Consignees are required to sign an Average Agreement and pay a deposit of two (2%) per cent. of the value of the Goods before Bills of Lading can be countersigned.

Valuation forms can be obtained from the undersigned.
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 4th October, 1922. [1580]

INTIMATIONS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, the 9th inst. (1572)
Hongkong, 4th October, 1922.

IMPORTS AND EXPORTS OFFICE.

GENERAL HOLIDAY.

THIS Office will be open for all purposes from 9 A.M. to 4 P.M. on MONDAY, the 9th inst. (1572). Licensed Warehouses will be entirely CLOSED on that day.
N. L. SMITH,
Superintendent,
Imports and Exports.
Hongkong, 4th October, 1922. [1573]

NOTICE

M. R. O. J. LANGHAMMER has been authorized to sign our Firm for presentation as from THIS DAY ON.
BERHLINGER & CO.
Canton, October 3rd, 1922. [1568]

NOTICE

THIA MAH JAN, Esq., Merchant, residing in (Cholon) (China), one of the No. 270, begs to inform the Public that, since the year 1919, the Firm of BAN GUAN, of which he was the Sole Proprietor, has become a Limited Company.

He therefore informs the Creditors of the Private Firm of BAN GUAN, that all claims they may wish to enter against the Firm should be filed at his Private Residence, as above indicated, up to the 31st of DECEMBER, 1922. After this date no more claims will be accepted. As THIA MAH JAN intends to avail himself of this Notice of Closing Business. [1572]

PEAK HOSPITAL.

WANTED, Fully Qualified MATRON for PEAK HOSPITAL from 1st January, 1923.
Applications should be addressed to the Undersecretary before October 10th, 1922, and should be supported by recommendations from two Medical Practitioners in China or Hongkong.
By Order,
D. K. BLAIR,
Secretary & Treasurer,
PEAK HOSPITAL COMMITTEE.
Hongkong, 19th September, 1922. [1567]

PEAK HOSPITAL.

WANTED, in March 1923, three Fully Qualified NURSES for the PEAK HOSPITAL.
Apply stating Qualifications and Particulars of Experience to the Undersecretary.
By Order,
D. K. BLAIR,
Secretary & Treasurer,
PEAK HOSPITAL COMMITTEE.
Hongkong, 19th September, 1922. [1568]

NOTICE

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on THURSDAY, 15th day of OCTOBER, 1922, at Noon, for the purpose of presenting the Report of the Directors and Statement of Account to 31st July, 1922.

THE TRANSFER BOOKS of the Company will be CLOSED from 1st to 12th October, 1922, both days inclusive.
By Order,
M. MANUK,
Secretary. [1566]

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

TUESDAY, WEDNESDAY & THURSDAY, the 17th, 18th and 19th October, 1922, at H.M. NAVAL YARD, Hongkong, and at KOWLOON NAVAL DEPOT, Commencing each day at 9.30 a.m., with an interval from 12 Noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES, &c., &c., &c.

Comprising: Life Boats, Dingies, Whalers, Oars, Cables and Electrical Fittings, Electric Bells, Cooking Stoves, Ships' Fittings, Iron Beds, Mattresses and Fittings, Steel Tanks, Life Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Canvas and Leather Hoses, Old Corlitz, Canvas Bags, Old India Rubber, Old Leather, Old Woollen Rags, Old Asbestos, Cork, Old Iron and Steel, Old Bricks, Copper, Lead and Gun Metal, Coal Sacks, Iron, Wood and Gun Metal Blocks, Lamps, Gauges, Steel and Gun Metal Hoses, Oil, Chain Cable, Drilling and Grinding Machines, Pinnace and Cutter Engines, Tables, Chairs, Stools, Binnacles, Compasses, Clocks, Sinks, Davits, Iron Drums, Wooden Casks, Cable Drums, Fold up Lavatories, Old Packing Cases, &c., &c., &c.

A quantity of Structural Steel Work, comprising Stanchions, Beams, Struts, &c., and sundry other Steel Work, Rain Water Pipes, Gutters, &c., &c., &c.

Lots may be inspected on Monday, the 16th October, 1922.

SALE OF OLD AND SURPLUS VICTUALLING STORES AT KOWLOON on FRIDAY, 20th October, comprising: Corned Beef, Condensed Potatoes, poultry or pigs food, Remnants Sausages, Swimming Belts and Covers, Razors, Mess Gear, &c., &c., &c.

Terms of Sale: As detailed in Catalogue.
HUGHES & ROUGH,
By Appointment Auctioneers to the Admiralty.
Hongkong, 30th September, 1922. [1556]

INTIMATIONS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 10th day of October, 1922, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency THE OFFICER ADMINISTERING THE GOVERNMENT, of one Lot of CROWN LAND at Magazine Gap Rd., in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Locality.	Boundary Measurements.	Contents in Acres, Roods and Perches.	Annual Rental.	Upset Price.
1.	Magazine Gap Rd., in the Colony of Hongkong.	100 ft. x 100 ft. x 100 ft. x 100 ft.	1.0000	12,000.00	1,400

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship

"POLERIC" having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, all Goods remaining undelivered after 8th October, 1922, will be subject to rent.

All Claims against the steamer must be presented to the Undersecretary on or before 15th October, 1922, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th October, 1922, at 9.30 A.M. No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hongkong, 30th September, 1922. [1562]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship

"CITY OF MELBOURNE" having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of Hol's Wharf, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, all Goods remaining undelivered after 7th October, 1922, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesdays or Fridays between the hours of 10.45 A.M. and Noon, within the free storage period of one week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.
Hongkong, 30th September, 1922. [1563]

SS. "AZAY LE RIDEAU"

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, HAVRE, LA ROCHELLE, PALETTE & COGNAC, also Cargo from same Ports as "AZAY LE RIDEAU" in connection with above Steamer are hereby informed that their Goods, and Valuable, are being landed and stored at their risks, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed, here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Friday, the 8th Oct., 1922, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th Oct., 1922, or they will not be recognized.

All damaged packages will be examined on Friday, the 8th Oct., 1922, at 10 A.M. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.
A. JOBAED,
Acting Agent.
Hongkong, 30th September, 1922. [1565]

THE CORONET.

PAT O'MALLEY

SHERRY.

KOWLOON THEATRE.

THE U.P. TRAIL.

BRITISH GAZETTE.

SCREEN SNAPSHOTS.

INTIMATION

Christmas

Cards

Art reproductions of a Very Fine Series of Photographs of CHINESE SCENES, specially taken by an European Expert. Will be highly appreciated by friends at Home.

BOX OF ONE DOZEN

\$3.50.

A. S. WATSON & CO., LTD.

The Hongkong Dispensary.

ESTABLISHED 81 YEARS.

BIRTH.

BLAKER.—On the 4th October, at No. 55, The Peak, to LOUISE, wife of (Cdr.) BLAKER—A SON.

HONGKONG OFFICE: 10A, DES VEXES RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 6TH, 1922.

RUSSIA'S WORTHLESS DECLARATIONS TO CHINA.

It appears that all the Soviet Government's declarations to China about the renunciation of the Boxer Indemnity, and all other rights and privileges acquired in China by the old Russian Governments are worthless "scraps of paper," not "juridically valid" because the Chinese Government has left these declarations unacknowledged. In some comments in this column recently on the protests made against the Chinese Government's proposal to pledge the unencumbered portion of the Boxer Indemnity due to Russia, as security for China's new domestic loan of ten million dollars, we recalled a letter addressed by the Soviet Government of Russia, a couple of years ago, definitely refusing to receive from China any further instalment of the Boxer Indemnity. Now to our amazement, we see that the "Extraordinary Plenipotentiary Mission of the Russian Social Federal Soviet Republic" has addressed to the Chinese, Minister of Foreign Affairs a communication protesting "in the most energetic manner" against any action on the part of the Chinese Government "prejudicing in any way Russian interests and claims [in regard to this indemnity] pending the opening of the Russo-Chinese Conference." This Note admits the previous renunciation of the Russian share of the Boxer Indemnity, but it asserts that this renunciation was made on the express condition that the Chinese Government "would not in any case make payments either to the Russian ex-consuls, or any other persons or Russian organizations setting forth unlawful claims thereto." "Moreover," the Envoy says, "this Note was left unanswered by the Chinese Government,

and whereas no juridical relations were established with the Government that had sent it, the position could scarcely have been so construed as to warrant juridical consequences being made to follow from this Note."

"We have a translation of the Soviet Government's Note of 1920 before us, and can find in it nothing to support the assertion that this renunciation of the Boxer Indemnity was made on any express condition. The object of the Note, it is true, was to gain official intercourse with China, but it did not say that the Soviet's repudiation of conquests and special privileges in China was conditional on any agreement. It was simply a declaration of the policy of New Russia. The paragraph in that Note relating to the Boxer Indemnity reads:—

"The Soviet Government decline to receive from China any contribution in regard to the Boxer trouble in 1900, and the Soviet Government are obliged to repeat this for the third time, because they have learnt of our Government, a contribution is still being paid, under the pressure of the Allies, in order to pay the salary and wages and to satisfy the whim (pretence) of the Tsarist Consuls in Peking and the Tsarist Consuls in China. All those slaves have for long ceased to represent the Russian people, but they continue to remain in their places to deceive the Chinese people. The Chinese people ought to know about it and ought to deport them as deceivers and knaves."

At a later date, the Chinese Government declined to make any further payments to the Russian Minister, and consequently the Legation and Russian Consulates were closed. But the Soviet Government has never, until now, made any claim to the indemnity.

After the great revolution of 1917 the new rulers of Russia declared that they sought a lasting peace with the world at large on the basis of "no annexations and no indemnities," and they invited the Chinese Government to enter into negotiations regarding the annulment of the Treaty of 1906, and also the Peking Protocol of 1900-01 (which concerns the Boxer Indemnity). "In other words to effect the complete return to the Chinese Government of all that has been taken away from China by the Tsarist Government." In the Note of 1920 the Soviet Government says: "These negotiations were continued until March, 1918. Un-expectedly," the Allies suppressed the Peking Government, bought the Chinese officials and press over, and compelled the Chinese Government to have nothing further to do with the Workers' and Peasants' Government." It is important to bear in mind that this was in 1917-1918. The Note of 1920 contained no proposal to discuss the annulment of Treaties, but simply a categorical repudiation of them by the Soviet Government. It specifically repudiated the conquests made by former Governments; abolished all extraterritorial privileges and rights in China, and "returned to China" without compensation the Chinese Eastern Railway and all the mining, forests, gold or other concessions, and it definitely renounced the Boxer Indemnity in the terms above quoted. There was no suggestion that these declarations were conditional. They are expressed in terms of decisions which are final. What the Special Mission to China now represents is that these things were conditional on a letter of acceptance being received from China—and China left the communication unanswered! We are, therefore, now left to wonder whether all the declarations made by the new Government of Russia, following upon the great revolution of 1917, are equally valueless, or conditional on official intercourse, on Russian terms, being established with the nations concerned. It looks as if we may yet see the Soviet Government demanding the resumption of payment of the Boxer Indemnity, the restitution of Russian territorial jurisdiction, and all the other rights and privileges acquired by Russia in China prior to the Russian revolution. In any case the latest Note clearly shows that the word of the Soviet Government must not be accepted at its face value.

The subscriptions to the Bangkok Fund for the relief of sufferers by the typhoon at Swatow amounted to Ticals 200,485.70.

A grand vaudeville entertainment takes place on Saturday night at the Theatre Royal in aid of the many charities for children assisted by the Ministering Children's League.

The public are invited by the Fire Insurance Association of Hongkong to witness a demonstration of the "Fire Foam" patent fire extinguisher on the vacant space in front of the Hongkong Club at 4 o'clock this afternoon.

CONCERT AT GOVERNMENT HOUSE.

In the Ball-room of Government House, last night, Mr. Eric Rice, assisted by Mrs. Gandy, gave a concert on behalf of the Nanning Fund raised by the Victoria Diocesan Association. The Church Missionary Society has an important mission centre at Nanning and this would have to be closed for lack of funds, but for the Victoria Diocesan Fund, undertaking to raise \$2,000 a year towards its maintenance. A large audience assembled in support of this admirable object and H.E. the Officer Administering the Government (Mr. Claud Severn, C.M.G.) and Mrs. Severn were present.

Mr. Severn explained at the outset that both Mrs. Gandy and Mr. Rice had been ill until just before the concert and Mrs. Gandy had insisted on fulfilling her engagement, although she still had a "temperature." Sympathetic applause greeted this announcement but it must be added that the audience had slight occasion to make the allowances they were asked by His Excellency, in the circumstances, to grant the artists. The concert was an unqualified success. Mrs. Gandy, who has not been heard before in public in Hongkong, proved herself to be an undoubted addition to local talent. She is the possessor of a mezzo-soprano of rare quality and range, and was equally at home in Italian, French and English songs. Her rendering of Italian was very accomplished, and her best song was Cederidge-Taylor's "Life and Death."

Mr. Rice proved himself, once more, a distinguished executant on the piano and carried the principal responsibility for the evening's entertainment on his shoulders. He selected passages from the works of Schumann, Liszt, Scriabine, Chopin and other composers, and the wide range of the pieces chosen, while it was a severe test of the pianist's skill, afforded the audience a most varied and enjoyable musical evening.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

LI HOU CHI REQUESTS GOVERNMENT'S AID.

PEKING, October 5th.

Li Hou Chi (Military Governor of Fukien) has telegraphed instructing his local representative to request the Government's aid regarding Hsu Chung Chih's invasion.

The representative complied, after which he proceeded to Paoing and Loyang in order to discuss the matter with Generals Tsao Kun and Wu Pei Fu.

CHINA AND THE LEAGUE OF NATIONS.

GOOD FEELING TOWARDS DR. WELLINGTON KOO.

LONDON, October 4th.

Mr. Chao Hsin Chu, the Chinese Charge d'Affaires and delegate to Geneva, interviewed by Reuter on his return from Geneva, expressed the Chinese delegation's satisfaction at the re-election of China as a non-permanent member of the Council of the League of Nations, which was partly due to the delegations' resolution regarding the allocation of seats in accordance with the principle of geographical representation. China being naturally selected to represent Asia.

Mr. Chao referred to the good feeling manifested by all the delegates at Geneva towards Dr. Wellington Koo, and described the delegation's efforts as regards opium. He said that China's reservation regarding the maintenance of a naval force sufficient to defend her long coast would be discussed at the international naval disarmament conference to be summoned shortly by the Council of the League.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at 1.30 p.m. yesterday:—

Cyclone or typhoon near or over the northern Ladrones or Marianas Islands moving N.W. or N.N.W.
Cyclone or typhoon N.E. of Luzon, direction unknown.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

NEAR EAST CONFERENCE.

A TURKISH REPLY TO M. VENIZELOS.

London, October 5th.

Replying to Mr. Venizelos' letter in the *Times* (cabled yesterday) Rehad Bey, the representative of Ankara, accuses M. Venizelos of the responsibility for the present imbroglio, and fears that if his suggestions are acted upon the results will be far more serious than those which followed the adoption of his policy in 1919. Rehad Bey accuses the Greeks of excess and intolerance of other nationalities and asserts that there are less than 100,000 Greeks in Constantinople and East Thrace.

MUSLIM REVOLUTIONARY MOVEMENT IN INDIA.

The *Daily News* (Mumbai) correspondent says reports from Punjab show that the Akali agitation is rapidly developing into a formidable revolutionary movement. The gravity of the situation has been recently emphasized by secretive propaganda throughout India, including the Indian remnants. The correspondent understands that the Khilafat committee is inviting the Governments of Ankara, Iraq, Egypt, Persia, and other Muslim countries to send delegates to the Khilafat conference at Gaya in December.

A message from Calcutta states that the Caliphate committee has decided to present an aeroplane to Mustafa Kemal.

EARLIER CABLES.

GENERAL HARRINGTON OUTLINES ITS OBJECTS.

CHERBURY, WILTSHIRE.

CONSTANTINOPLE, October 4th.

A communiqué from the British headquarters states:

"The conference of Mudania opened at three in the afternoon on Tuesday and proceeded satisfactorily. Ismet Pasha re-issued orders to the Nationalist troops to avoid all contact. The Nationalists accepted the principle of the Allied Note."

A communiqué from the French headquarters states:

"Thanks to the conciliatory disposition on both sides at the meeting of the Allied Generals and Ismet Pasha, an agreement was reached without difficulty as regards the majority of the articles constituting the basis of the question. The meeting ended at eight in the evening and will be resumed at ten in the morning. The Allied Generals in the interval exchanged views regarding non-fundamental objections from the Turkish delegate. The general impression is most satisfactory."

Both communiqués state that a Greek military mission is expected to-day.

Mustapha Kemal has arrived at Ankara.

ALLIED NOTE "OFFICIALLY ACCEPTED IN PRINCIPLE"

LATER.

General Harrington opened the proceedings at Mudania with an address in which he defined the objects of the conference as being, firstly, the cessation of hostilities; secondly, the determination of the line behind which the Greeks should be invited to withdraw, also to arrange details of the evacuation and the handing over of the administration to the Turks; and, thirdly, to pave the way for a peace conference.

The Turks, at the beginning, showed no interest in the details of administration until they had tested the Allies' sincerity in regard to the restoration of Thrace, but when it was pointed out that restoration depended upon acceptance of the Allied Note, Ismet Pasha announced that the Note had been officially accepted in principle. Thereupon M. Charpy drafted a proposal dealing with administration.

The conference sat for five hours and broke up in a cheerful atmosphere.

POSSIBLE OBSTACLES.

LONDON, October 4th.

No Pressmen were allowed at Mudania, the greatest secrecy being observed. Two obstacles are indicated by British commentators to-day as likely to prevent an immediate settlement of terms for a Turkish-Greek armistice—namely, the Greek refusal to evacuate Thrace and Turkish insistence upon British withdrawal from Chanak. It is declared that the British attitude in the latter respect has not weakened, while, as regards Greece, it is believed that M. Venizelos insists upon the new Government recognising the facts of the situation before he will accept a mandate representing that Government abroad.

(Continued at foot of next column.)

LATEST CABLES.

REPARATIONS AND WAR DEBTS.

AMERICA NOT DISPOSED TO PRESS HARSHLY FOR PAYMENT.

WASHINGTON, October 4th.

In connection with Mr. McKenna's suggestion for the reduction of the principal of foreign debts, Treasury officials are of opinion that general cancellation or wholesale reduction of debts would injure the welfare of the world, creating a lack of confidence in Governmental obligations; but it is indicated that the United States is not disposed to press harshly for the payment of debts.

Payment by Great Britain is regarded as unquestionable, and it is believed that France, along with other more important nations, can be relied on to meet their obligations, "under carefully worked out funding arrangements."

EARLIER CABLES.

MR. McKENNA ADDRESSES U.S. BANKERS.

NEW YORK, October 4th.

Addressing the Bankers' Association Convention, Mr. Reginald McKenna, dealing with reparations and international debts, said that Germany's exports barely equalled her imports and furnished no surplus for reparations. He suggested the practicability of Germany selling her foreign assets, which he estimated at a billion dollars, to the German Government, which would hand them over to the Reparations Commission. No other money payments should be demanded from Germany for at least three years. The result would be to arrest the fall of the mark and generally to stabilise exchanges. Britain would be able to pay the interest and sinking fund on her debt to America, but none of the other debts was able to meet more than a small part of their external liabilities. He suggested the postponement of their payments and a conference of creditors and debtors to enquire their exportable surplus and ascertain the amount they could ultimately pay.

P. & O. DIVIDEND.

LONDON, October 4th.

The P. & O. Company has declared a dividend on deferred shares of six per cent. of the past six months, tax free, making 12 per cent. for the year.

In reference to Greek apprehensions of an immediate Turkish occupation of East Thrace, even by gendarmerie, as suggested from Constantinople, it is pointed out in London that the joint Allied Note of the 23rd ult. laid down that the Allies would administer East Thrace pending a settlement at a full conference. Their (the Allies') immediate objective is to secure a Greek withdrawal, and they are unlikely to tolerate a landing of Turkish forces, which would be the swiftest method of setting the Balkans aflame.

The inter-Allied commissions, mentioned in a message of the 29th ult., have already departed, and it is hoped that they will succeed in pacifying the population pending the temporary Allied administration.

HARRINGTON VIRTUALLY REFUSED TO DELIVER AN ULTIMATUM.

LONDON, October 4th.

The *Manchester Guardian* says that when Parliament meets the Independent Liberals will demand papers covering the dangerous sixteen days since the 15th ult. It alleges that the attitude of the British Government completely changed after the Greek revolution, resulting in the statement of the 29th ult. about an ultimatum to Kemal, but General Harrington virtually refused to deliver the ultimatum, and was supported therein by Admiral Beke and the High Commissioner, Sir Horace Rumbold. The Independent Liberals consider that General Harrington's action saved the Empire from war.

The *Guardian*, in an editorial, declares that the present situation is obscure and threatening. Public opinion must be roused to prevent the Government, whose temper is in nowise pacific, from yielding to the temptation to cover up past blunders by committing others, which would bring calamity upon the nation.

VENIZELOS REQUESTS U.S. INTERVENTION.

LONDON, October 4th.

It is understood that M. Venizelos called upon the American Ambassador, Col. Harvey, requesting the United States to intervene in the Near East and to use his influence with the Allies to despatch troops to control Thrace until the Christians have been evacuated.

ALLEGED TURKISH BOMBARDMENT OF AMERICAN DESTROYER.

LONDON, October 4th.

A hitherto unconfirmed semi-official message from Athens states that the Turks have bombarded an American destroyer which was shipping refugees from Aivali.

REASON OF LENIN'S RETURN.

BERLIN, October 4th.

According to a message from Moscow, the Near Eastern situation and the Urquhart-Krasin agreement are blamed for Lenin's return to work in defiance of medical advice.

LATEST CABLES.

SWEDEN REMAINS "WET."

STOCKHOLM, October 4th.

The National Plebiscite, by 921,874 against 889,078, has rejected prohibition.

EARLIER CABLES.

CRITICAL POSITION IN BRITISH COALFIELDS.

MEN WANT HIGHER WAGES.

LONDON, October 4th.

A critical position has arisen in the coalfields. Despite the temporary revival of the export trade owing to the strike in America the coalowners declare that nearly £2,000,000 were lost in the fifteen months since Government control ended. The average miners' wages have fallen to between 40 and 50 per cent. above the 1911 figure.

Mr. Frank Hodges has declared that the wages are 60 points below the cost of living, and the miners suggest an extra three shillings per ton on the pithead price of coal in order to secure a living wage.

The owners do not agree that the men are generally so badly off as represented. They contend that there is no revenue to provide better wages and that a further reduction in railway transport charges is the only way to revive the trade.

The Executive of the Miners' Federation is discussing the matter in London to-day and will submit proposals to the National Coal Board to-morrow.

"THE REBIRTH OF A NATION."

AUSTRIA'S REHABILITATION.

GENEVA, October 4th.

The rebirth of a nation was the keynote of speeches at a public meeting of the League of Nations unanimously approving the plan cabled on the 1st ult. for the financial reconstruction of Austria. The unbounded cordiality of the delegates, the public applauding consistently, and the sympathetic speeches indicated that the problem had finally received solution to the general satisfaction of Austria and the whole of Europe. Earl Balfour was delighted at the League's solution, and hoped that Austria would again become a great factor in European civilisation.

GAMBLING IN MARKS.

ESTIMATED AMERICAN AND BRITISH LOSSES.

NEW YORK, October 4th.

The *New York World* estimates that ten-million American speculators have invested since the war £240,000,000 in German paper money, which to-day is worth not more than £14,000,000. British losses from the same cause are estimated at £170,000,000.

ANOTHER SLUMP EXPECTED.

LONDON, October 4th.

In London, German marks have slumped to 9.40. Another low record is anticipated shortly as a sequel to unrestricted inflation. Commercial transactions with Germany are becoming increasingly difficult.

TRANS-ATLANTIC AIR LINERS ANGLO-AMERICAN PROJECT.

LONDON, October 4th.

Trans-Atlantic air-liners, 900ft. long, with capacity for a hundred passengers and a speed of a hundred miles per hour, luxuriously equipped, are features of plans drafted by a wealthy American corporation now being canvassed in London with a view to securing British co-operation.

It is suggested that the scheme might be run in conjunction with Commander Burney's scheme for a service between Britain, India, and Australia, which, if consummated, would thus link up three-quarters of the globe.

STRIKES AT AMSTERDAM.

AMSTERDAM, October 4th.

A partial strike has broken out at this port. At present only a few hundred are involved, but it is feared that the strike will spread.

All the Employers' Federations in the cigar industry have decided to close the factories at the end of the week if the workmen do not accept a 48-hour week and a five per cent. reduction in wages.

LATER.

The number of strikers has increased to two thousand. There are no disorders, but the police have been reinforced in the neighbourhood of the port.

WORLD PEACE CONFERENCE.

LABOUR INVITATION TO ALL KINDRED BODIES.

AMSTERDAM, October 4th.

The International Federation of Trade Unions, claiming to represent twenty-million workers, has summoned a world peace conference for December 10th, to which all peace, co-operative, and Labour organisations, including the rival Internationalists, are invited.

THE SOLAR ECLIPSE.

GOOD PHOTOGRAPHS OBTAINED IN AUSTRALIA.

MELBOURNE, October 4th.

Photographs of the solar eclipse taken at Lick Observatory are described as very good. They showed eighty-five stars, some of which are measurable, but the calculation of results will require considerable time.

GRUESOME DISCOVERY ON LAMMA ISLAND.

SIX CHINESE FOUND MURDERED.

WHOLE FAMILY WIPED OUT.

A gruesome discovery was made on Lamma Island yesterday morning: six Chinese, comprising one family, were found murdered on a fishing boat. The terrible affair is believed to have been carried out during the night of the 3rd and 4th inst. and from what can be gathered the tragedy was enacted in one of the few stone houses on the island. It is believed that the inmates of the house were taken out of the house one by one, foully done to death and the bodies placed on a fishing boat belonging to the head of the murdered family. Their nefarious work completed, the murderers filled the small craft with heavy stones and shipped her to sea. The bottom of the fishing boat was braced in several places and it was left to sink. Had the murderers' plans worked out as expected, the whole family would have simply disappeared and probably nothing further would have been heard of them, but the boat only became water-logged and failed to sink. With the incoming tide the floating mortuary drifted on to the island—about three miles from where the lonely stone house stands—and in searching for the missing family along the beach the police made their horrible discovery.

THE DISCOVERY OF THE BOAT.

The boat was found high and dry on the beach. It presented an unusual spectacle. On top of the main hatch, battened down and made doubly secure with ropes, were a number of huge boulders, some of which weighed a hundred-weight. The hatch is about four-and-a-half feet square and in this small space were discovered the bodies of five Chinese, comprising two women, a Chinese youth, a small girl and a baby boy about two years old. In another compartment, about one foot wide and just to the fore of the hatch, was discovered the remains of the father of the family. This compartment was not covered with a hatch, but the body was covered with boulders and as a result was badly mangled. The bodies were taken charge of by the police and last night they were removed to the Kowloon Mortuary. It is thought by the police that the members of the family were strangled, but this will not be known until after the usual post-mortem examination.

THE SCENE OF THE CRIME.

There are not many clues left to work upon and the story collected by our representative at a late hour last night is in parts open to correction. The murdered family lived at So Ko Wan village, Lamma Island. The village is composed of two houses and a temple. The two dwelling-houses stand about 300 yards apart. The inhabitants of the island do not probably number more than a few hundred. The house in which the murdered family lived was used as a shop and was well known to the numerous fishing junks of the surrounding waters as a supply depot. They were last seen alive by the people of the neighbouring house on the late afternoon of the 3rd.

A nephew of the murdered man had arranged to meet one of the family at Aberdeen on the morning after the murder. The appointment was not kept and in consequence of this he visited Lamma Island and found the house deserted and the interior in a state of disorder. He made a report to the police and investigations were set on foot. At first sight the appearance of the house led to suspicions of an armed robbery and that the occupants had been kidnapped. The place appeared to have been ransacked but what was taken from the habitation was later found tied in bundles on the fishing boat. This leads one to believe that the robbery must have been a "fake" and that the real motive for the murder may have been revenge. On this theory there are two or three clues to work upon and the two more important are that one of the murdered women was the wife of another man who is still living. This may have been the cause of the murder. Another theory is that the murdered head of the family is said to be in some way connected with pirates and armed robbers. He may have quarrelled with his confederates.

The brutal murders are believed to be the work of at least 12 to 20 men. Up to the present the police have made no arrests.

Lamma Island is not "policed." It has a Police Station at Yang Shu Wan, but this is not tenanted.

FRENCH CABINET CHANGE.

PARIS, October 4th.

It is confirmed that M. Poincaré will ask M. Barthou to succeed M. Dubois on the Reparations Commission. This involves a slight reconstruction of the Cabinet. M. Dubois resigned, it is reported, owing to a difference with M. Poincaré.

"THE SHIP WITH WINGS."

A GREAT RIVER AIR-PORT SCHEME.

LONDONERS know they have an aeroplane station somewhere "out in the wilds," not far from Croydon, but the knowledge is vague, impersonal, uninspiring, writes Mr. Harry Harper, Technical Secretary of the Civil Aerial Transport Committee. They rarely see anything of this aerial traffic they often read about. Yet speak to them of a great London air-port on the Thames, actually on the river flowing through their city and within a stone's throw, say, of Westminster Bridge, and their faces light up with interest, and they are full of eager questions.

Never, in fact, will the imaginations of Londoners be really and truly touched until they see the machine that will make that machine which by having come to stay as dependable, everyday vehicles of transport, until winged ships rise gracefully with their loads from the waters of the Thames, and come gliding back, from cities far-distant, their holds full of mails and urgent merchandise.

Fortunately, there is something better to go on, now, than any mere vision of a great Thames-side airport. There is actually going to be such a thing, it is purely a question of time and of no great length of time either. After recent instructive tests, in rising from and alighting on both the Thames, in London and the Seine in Paris, with a British amphibious-type aeroplane, which can—when ever it needs to do so—lower wheels beneath its hull and alight also at a land trome, the Air Ministry have obtained Treasury sanction for a further series of experiments which will be a prelude to the practical establishment, and commercial operation by night as well as day, of a regular Thames-side aerial port or station.

Previously the "amphibian" has alighted on the water just above Westminster Bridge, and, when it has been necessary to come ashore, has lowered pneumatic tyres and "climbed" up a conveniently placed place of footbridge, but the exact location of London's permanent river air-station has yet to be decided. It is largely in fact to settle such a point, which is bound up with technical questions of aerial navigation, and of getting on and off a river under varying conditions, that the forthcoming additional tests are to be made. But such details apart, the really important thing is that London is actually to have this river air-station.

At the same time, too, the Paris air authorities are moving energetically in the direction of a similar station on the Seine. Simplicity, and an absence of all fuss and bother, will mark the departure of Continental voyagers from the Thames air-station. Jumping into a taxi cab at the doors of their hotels, they will drive in a few minutes to the air-station, just as they would to a railway station. Moored to the landing-stage, so that they may straight into the spacious saloon, will be the flying-ship; and, aloft in a few minutes, and moving at more than twice the speed of land transport, this swift vessel of the air will have reached Paris and glided down within only a little more than two hours of leaving London. It is considered, in fact, that time-schedules will be so expedited, thanks to the establishment of a Thames station, that in two and a half hours or only a few minutes more a passenger in haste will be able to make a actual door-to-door journey between any building in the heart of London and another which is his objective in the centre of Paris.

When this can be done—and there is no reason, now, why it should not be accomplished in the quite immediate future—the sheer speed of aerial transport, unhindered by makeshift land conveyances, will, for the first time, show what it is capable of; and, with the influx of business passengers which such super-swift, trouble-free travel should bring, it will be possible to put on the Thames-Seine air service a fleet of really large, powerful, multi-engined "amphibian" machines, carrying not five or six passengers—the limit with present types—but having fine, luxurious saloons seating twenty-five, thirty, or, if necessary, as many as fifty passengers. With the speed of the "amphibians" well filled, and the Thames air-station teeming with traffic, there is no reason why the London-Paris airfare should not be equivalent to that charged for the infinitely longer journey by boat and train. It should be possible, that is to say, to fly to the basis of a single air-fare of, say, £2 4s., with return ticket at the price of £7 7s.

Already, as a hint of what the "ship with wings" do, there is the officially-aided project of the seaplane service which will link Southampton with Cherbourg and Havre. At the moment this service is to have its terminal at Southampton, the connection with London being by rail; but with a proper Thames air-station, illuminated at night for the benefit of machines departing and arriving during hours of darkness, and commercial "amphibians" available in adequate numbers, flying routes leading to various parts of Europe will have terminals not at sea-coast centres, but right here in the heart of London. And the amphibian, as I have said, will have that wonderful capacity, possessed by no other transport vehicle, of picking up or setting down commercial loads not merely at river or sea-stations, but also at trade points which may be far inland.

The ship with wings is evolving. Experimental designs are proving; aerodynamically the type offers scope for a real, substantial, commercial success. To-day, if one may borrow the term from the sea, the "kooks" are being laid, winked, multi-engined cargo-carrying ships, which will raise and fly with loads to be reckoned in many tons. The day of really commercial, heavier-than-air flying ships—pioneers of our future fleets of British aerial cargo-carryers—is dawning.

The time has come—is in truth overdue—to found a British mercantile air marine, in the real, constructive meaning of these words. Winged monsters of 50, 100, and even 150 tons, are now in design—all-weather craft, requiring only to go into dock, like a ship, for occasional overhaul and repair. In one plan the writer has just been examining a great aeroplane will be built of each seasoned wood wings and all, but the machine will disassemble of hangars, and will be capable of remaining out of doors for one month's end to the other. A big engine-room will be installed in the fuselage, with as many as four very powerful engines; driving airscrews by means of improved gearing. Another big craft, under construction in this country as a flying troopship, is to be adapted for carrying troops.

(Continued at foot of next column.)

SIR J. C. BOSE'S NEW DISCOVERY.

SOLUTION OF SAP MYSTERY.

What is the machinery by which the tree forces the water up, sometimes to a height of several hundred feet, and what is the source of its power? It is a question that has attracted the attention of all leading physiologists for the last hundred years, and has been given up as insoluble. Sir J. C. Bose's recent discoveries have offered the fullest explanation of the phenomenon.

The problem ultimately resolved itself into devising means to get access to the smallest element of life, the individual cell or the "life atom," the concentration of which constitutes the living organism. Our final aim, then, is to obtain an insight into the diverse manifestations of life by tracing them in the throbbing activities of the individual cell. At first the attempt appeared hopeless, for it was impossible to see what was taking place in the interior of the tree, and, secondly, even if it were possible, the highest power of the microscope was inadequate to detect any change that took place in the cell during its pulsations. This was the difficulty of securing contact with an individual cell was overcome by the invention of the electric probe, which is gradually thrust in step by step into the epidermis outside to the path in the interior. When the probe comes in contact with the active cell it sends out electric signals which are automatically recorded by the galvanometer. The up stroke of the galvanometer record indicates expansion and absorption of sap, while the down stroke indicates expulsive contraction. It is thus found that the cells in the active layer are in a state of throbbing pulsation, expanding and contracting by turns; there is, moreover, a definite sequence of pulsation from below upwards. Each cell during its phase of expansion absorbs water from below, and expels it upwards during the phase of contraction. The ascent of sap thus takes place by the co-ordinated activity of a series of vertically situated cellular pumps.

THE "HEART-BEAT" OF THE PLANT.

The stream of material for building up or assimilation in the animal is maintained by the pumping action of the heart. A similar function is discharged by the pulsating tissue which extends throughout the length of the tree. The records of the heart-beats of animals and plants exhibit astonishing similarities. Strokes, temperature changes and various drugs affect the heart-beats of the animal and the plant in a precisely similar manner.

The *Manchester Guardian* in its leading article on this remarkable discovery says that the process of ascent has hitherto been "supposed to be largely a mechanical one, so that to some extent the tree would absorb water in the same inert way that blotting paper takes ink. The result of Sir J. C. Bose's recent experiments is to show that in the progress of the sap a living organism is all the time actively lifting the water, from root to topmost leaf. It is found a wonderful series of infinitely small cells, each capable of filling and contracting. Through this series the sap passes from the lowest cell to the highest each cell filling with sap and then contracting in order to hand on its burden to its next neighbour in the chain. It is a wonderful example of the perfect instrument, but hardly less wonderful is the electric probe, and registering apparatus which Sir J. C. Bose devised in order to measure the cellular changes which amount to less than a millionth of an inch in a second. If man is not capable of devising the machinery itself, it is a sufficiently marvellous instrument which enables him to watch that machinery at work."

With regard to the recent reports in the Chinese and foreign press to the effect that the Peking postal sorters had made certain demands and were prepared to walk out on strike if these demands were not met, Reuter's correspondent learns authoritatively that a few disgruntled sorters, imbued with Bolshevik aspirations, anonymously sent in demands accompanied by a statement that a meeting was being held the following day. This meeting was not held and no interruption of work occurred. Thus the movement completely failed.

In a slightly different form, and with more room amidships, to the task of aerial cargo-carrying.

Already, too, air-liners are carrying from the Continent to London cargoes which justify the description of regular aerial "freights," in the way that term is understood at sea. Recently, for example, one goods-carrying aeroplane was chartered to bring hundreds of cases of champagne—a full load for the machine—from France through to London; and it will not be long before, at ports like Marseilles, big "air tramps" will take up urgent loads weighing many tons, and bring them through the Thames air-station in a single night's flying.

Special lighthouses, flooding the night sky from the horizontal to the vertical, are beginning already to go up along European aerial routes. The first permanent British air-beacon is, for example, at the moment of writing, being installed at Tatsfield, on the aerial line between London and the coast; while another large navigation light for night flying, shining its rays out across the Channel, is to be erected at Cranbrook, in Kent.

From the point of view of carrying urgent merchandise through the air, the British Empire is geographically, almost ideal. The vast trade routes, thousands of miles of them, are there, tapping great centres of supply. All that is needed, now, to lay once the foundation of a commercial air marine, is vigorous exploitation by private enterprise going hand-in-hand with Government.

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Further Sailing.	Expected on or about	Will leave for above ports on or about
M.S. "Asia"	5th October.	
M.S. "Malaya"	30th October.	6th December.
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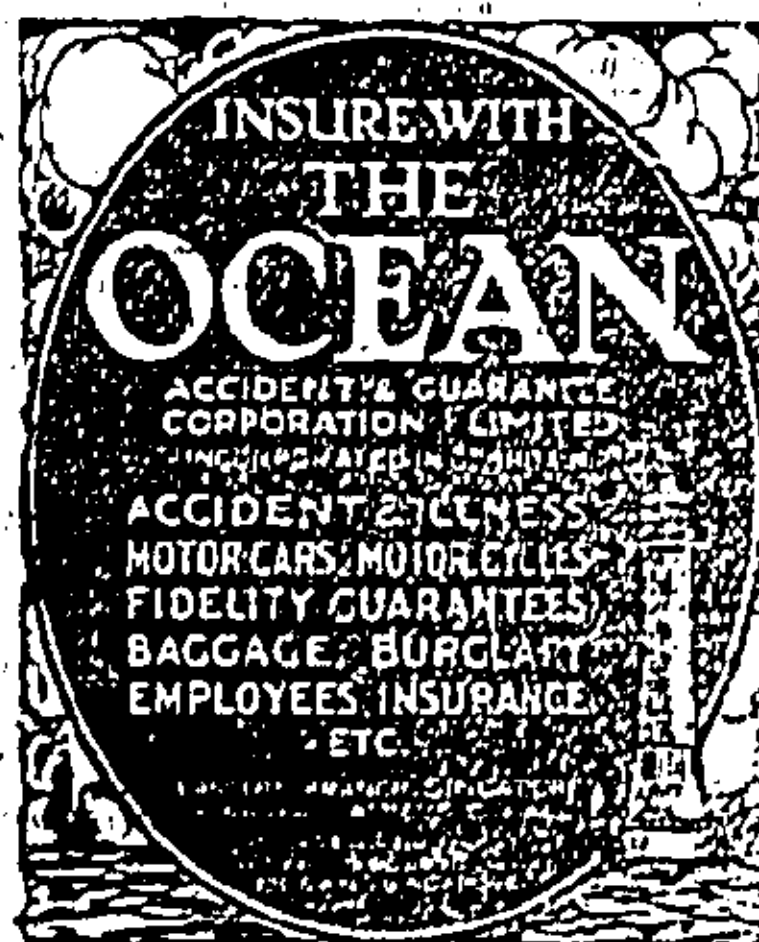
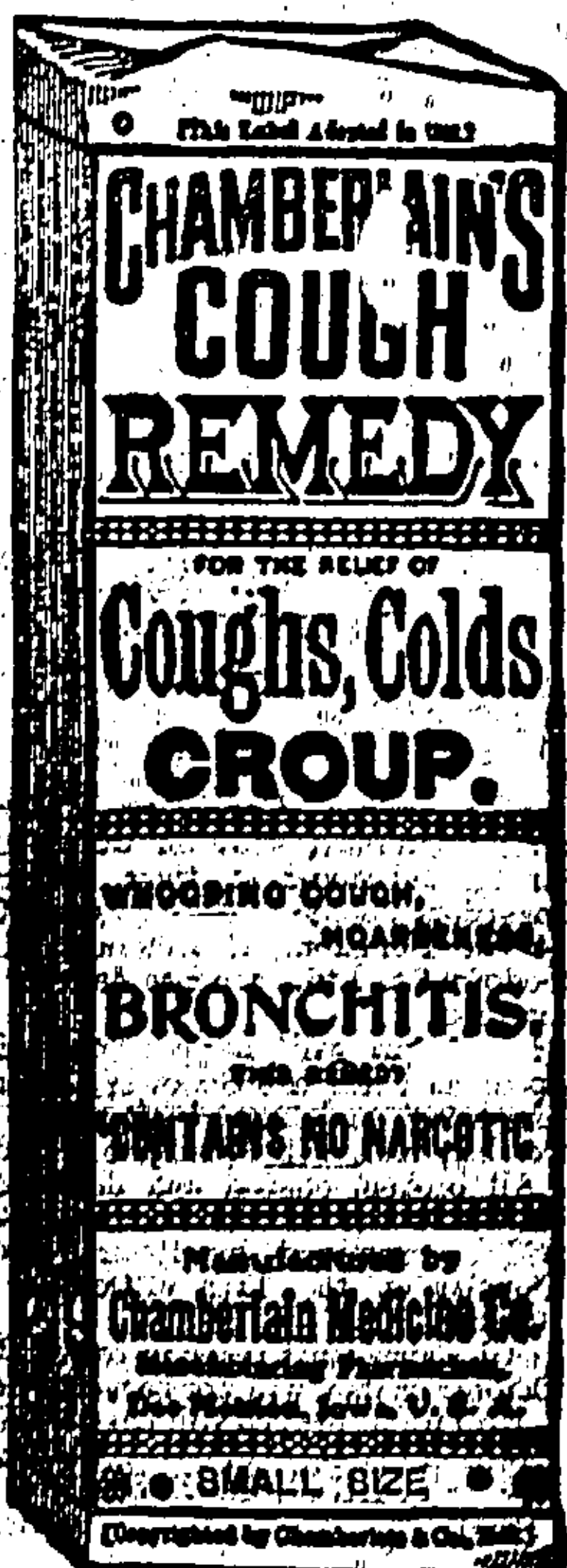
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SCOTTISH LETTER.

LORD ROSEBURY.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, August 30th.
Lord Rosebery's gift of Mentmore to his son brings thoughts of sadness to those who knew him or followed his career during his prime. Not that his surrender of the great palace is less than perfectly sensible, considering his age and the state of his health. Still one cannot help remembering him as a sort of superman greatly favoured in all his fortunes, "who got all that he asked for." But only for a time. Nothing of the glory lasted. He turned against politics with disgust after he had had the ball at this foot. His wife, who meant so much to him, died. His younger son, who was himself over again, fell in battle. His elder son's married life was a failure, and it is a bachelor establishment that goes to Mentor with Lord Dalmeny.

An eloquent incident sticks in the memory. It was at Dalmeny in 1910. A friend, in the course of some talk, remarked, "When you were Prime Minister—
"Excuse me," snapped Lord Rosebery, "I was never Prime Minister: I was the official receiver of a bankrupt Government."

Another reminiscence is of Lord Dalmeny's marriage in 1900. The bride, a tall, slender girl of nineteen, looked very lovely that spring day, and one never saw an expression of more absolute satisfaction on the face of any man than Lord Rosebery's held as he gazed at his son and his son's wife.

The Lady Dalmeny of that afternoon is now Mrs. Robert Brassey. She is the younger daughter of the late Lord Henry Grosvenor, a cousin on the one side of the Duke of Westminster and on the other of Captain Michael Wemyss. Her Christian name is Dorothy, in that of her ancestors, Mrs. Jordan, in all but name the wife of King William IV.

Lord Dalmeny is likely to be the last of his name. He may not himself assume the style of Viscount Mentmore, as he is entitled to do, but there is not much doubt that when he becomes Earl of Rosebery his son will choose to be known as Viscount Mentmore. The real second title of the Earl of Rosebery is neither Lord Dalmeny nor Viscount Mentmore, but Viscount Inverkeithing. With Inverkeithing, however, the family has not now any connection.

CAUSE OF THE LOCHMARKEE TRAGEDY.

The Scottish Board of Health, in the result of a preliminary inquiry, states that there can be no reasonable doubt that the deaths of the eight persons at Lochmarkee in Western Ross-shire, six visitors on an angling holiday and two ghillie boatmen, "was due to potted meat or paste containing the toxin produced by the bacillus botulinus." A further inquiry which is to be public, has been ordered by the Lord Advocate. This bacillus has been known since 1896, when a Belgian scientist found it in sausages. The Lochmarkee case, however, is the first recognised outbreak in Great Britain, and so far as this country is concerned, the malady is a new one. But the infection has been found in America, not only in meat substances, but also in preserved vegetables and fruit, and apparently in fresh beef. The disturbing factor is that the infection may be present without showing any obvious sign, so that detection must be very difficult. In these circumstances it is comforting to be told that the disease is exceedingly rare, and that hitherto it has not been recognised as the cause of death in many human beings. About 150 cases of the appearance of the poison are recorded, and in 111 cases resulted in death.

NEW VESSELS FOR THE FAR EAST.

Messrs. William Denny & Bros., Dumbarton, have launched the twin-screw steamer *Shanghai Maru*, which they have built for the Nippon Yusen Kaisha, of Tokyo, for service between Nagasaki and Shanghai. The vessel is a sister ship to the *Nagasaki Maru*, which was launched from the same yard in March, and is now approaching completion. The *Shanghai Maru* is 335 ft. in length, 54 ft. in breadth, 32 ft. in depth to awning deck, and of about 5,500 tons gross. She will have accommodation for 150 first-class and 200 third-class passengers. The public rooms for the first class will be large and handsome and will include dining-saloon, social hall, smoke-room, and veranda cafe. The propelling machinery will consist of single-reduction geared turbines of the Parsons type, supplied with steam by ten Scotch boilers worked at a pressure of 200 lb.

The *Olan Maru*, a steamer built for the Cikan Line, and intended for their Indian and general trade, has been launched by the Ayrshire Dockyard Co. at Irvine. She is 415 feet by 53 feet 3 in., by 36 feet, about 6,000 tons gross and 9,000 tons d.w.

The Caledon Shipbuilding and Engineering Co., Dundee, have launched the *Perseus*, of 13,000 tons, and she was christened by Miss Wortley, daughter of the late Mr. H. B. Wortley, one time partner of the firm of Messrs. Alfred Holt & Co., for whom the vessel was built. The *Perseus*, which will trade in the Far East, is a vessel of 500 ft. in length by 62 ft. by 42 ft. 6 in. She will be fitted with twin-screw turbine engines at Dundee.

THE LATE DAVID J. JARDINE OF APPLE-
GARTHE.

The death is announced of Mr. David Jardine of Applegarth, only son of the late Mr. James Jardine of Dryfeholm, and cousin of Sir Robert Buchanan Jardine, Bart. of Castlehill. He inherited enormous landed property from his father, who about 15 years before his death (though already a large landowner) acquired from the Marquis of Queensberry the extensive estates of Tinwald and Terhorough, and Applegarth estate from Sir Alexander Jardine, Bart. In 1887 Mr. Jardine married Mary Angela, second daughter of the

late Sir Charles Tiltson Bright, of Banner Cross and Carbrook Hall, Yorkshire, by whom and an only daughter he is survived. An only son, Ronald James, a Flight Lieutenant, was accidentally killed while in the Air Force during the war. Mr. Jardine was 75 years of age.

Mr. Jardine travelled extensively, spending four years in India shooting big game. He constantly supported racing in this country, and for 30 years had horses in training with Peacock at Middleham. He won no classic races, but took several important handicaps in his time. His Refractor won the Royal Hunt Cup at Ascot in 1899, and he had a useful thoroughbred in Sir Harry, which, in addition to winning many races of minor importance, won the Great Yorkshire Handicap at Doncaster and the Northumberland Plate. Other horses to win for him were Macedoine and Gardenhurst, of which the last named won the Cumberland Plate, the Ayrshire Handicap, and several other events.

A SCOTTISH CHAPBOOK.

England and Ireland have their national literary and critical journals. Why should Scotland have none? One cannot say that "Chambers," "Blackwoods," or "The Edinburgh Review" reflect the Scottish mind and character. If one dare to say that the Scots have no distinct personality and no literary gifts, the very thistles of the fields would cry out in remonstrance. Therefore one hears with interest of the appearance this week of a new literary monthly in Scotland called "The Scottish Chapbook." It will contain poetry, criticism, and so on, all written by Scotsmen. The editor of the new venture, Mr. C. M. Grieve, already writes with success that annual anthology of Scots poetry, "Northern Numbers."

SCOTTISH PROFESSIONAL GOLFERS.

Scotland has for long been the happy hunting ground of wealthy clubs in search of the young and promising professional. We produce the talent, but fail to retain it,—a not surprising fact when the circumstances are considered. The young professional, if he is to rise to fame, must have encouragement, and that encouragement, it is obvious, must come from the club members. Deprived of the opportunity of developing his game, and with little time available for practice, Scotland's Jimmy Bruids in the making look elsewhere for their chance. They are certainly not overburdened with opportunities in their native land, and when the call comes, be it from England or from overseas, well, who can blame the lads if they pack up and go where wealth awaits the topnotchers where they at least get the chances denied them at home. The time may come when better prospects will be offered to them in Scotland, but that time is not yet, and so, as J. H. Taylor says, when writing of the home outlook for the British professional, we need not wonder that the tide is ever flowing westwards. In America, says Taylor, when a youth shows signs of promise, he is given every possible encouragement by the club members. "There is no narrow line drawn," he declares, "between the member and the professional such as exists at home. He is there to serve, but his service is usually made one of pleasure rather than a task." And, he adds, "the financial rewards are much superior."

MISCELLANEA.

Raeburn's portrait of Sir Walter Scott, which was bought lately at the Burdett-Coutts sale for £9,560, has been secured by a New York connoisseur, Mr. J. Horace Harding.

Sir James Crichton Browne suggests that there should be placed at Burn's Mausoleum a Burns' garden, containing flowers loved by the poet and mentioned in his works.

The Duke of Atholl, on behalf of the United Lodge of Freemasons of England, presented to the Royal National Lifeboat Institution at Peterhead a new motor lifeboat as a thanksgiving for the safe return from Canada of its Grand Master the Duke of Connaught.

A letter addressed to "Brew, Falkirk," was delivered without delay to its proper designation—not a brewery, but the Labour Exchange. The spelling denoted the lady writer's disdain for orthodox spelling, but is also perhaps her form of protest against the introduction of foreign words into every-day language.

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INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION			
MANILA	"YUENGSANG"	Friday	8th Oct. 8 p.m.
SANFARAN	"MAUSANG"	Friday	8th Oct. 4 p.m.
HAIPHONG via HOIHOW	"LEESANG"	Saturday	7th Oct. 8 a.m.
ANTUNG via SWATOW	"LOKSANG"	Sunday	8th Oct. D.L.
SHANGHAI	"NAMSANG"	Sunday	8th Oct. D.L.
KOBE via YOKOHAMA	"KWONGHANG"	Tuesday	10th Oct. Noon.
TSINGTAU via SWATOW	"CHILDA"	Tuesday	10th Oct. Noon.
SHANGHAI	"MINGSANG"	Wednesday	11th Oct. 8 a.m.
BANGKOK via SWATOW	"TINGSANG"	Thursday	12th Oct. Noon.
HAIPHONG via HOIHOW	"CHEONGSEING"	Thursday	12th Oct. 4 p.m.
TSINGTAU via SWATOW	"KWAI SANG"	Monday	18th Oct. Noon.
SHANGHAI	"HINSANG"	Tuesday	17th Oct. 3 p.m.
BANGKOK via SWATOW	"HOSANG"	Thursday	19th Oct. D.L.
HAIPHONG via HOIHOW	"LAISANG"	Tuesday	21st Oct. 3 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, and are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BOERNEO LINE—Fortnightly sailings to and from Sandakan by two 3,000 ton steamers, i.e. "KILANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo sailings through Bill of Lading for Kidat, Jesselton, Labuan, Tawau and Lahad Dava.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

"LAISANG" will be despatched on or about
Tuesday, 24th Oct., at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

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SWETTENHAM and DUTCH EAST INDIES.

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U.K.-STRAITS, CHINA & JAPAN SERVICE.
OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"CARNARVONSHIRE"	19th October.	LONDON, ANTWERP & HAMBURG.
"GLENHARRY"	2nd November.	LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENIFFER"	18th November.	

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENARIFFE"	18th Oct.	LONDON, ANTWERP & HAMBURG.
"GLENOGLE"	23rd Oct.	LONDON, ANTWERP, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

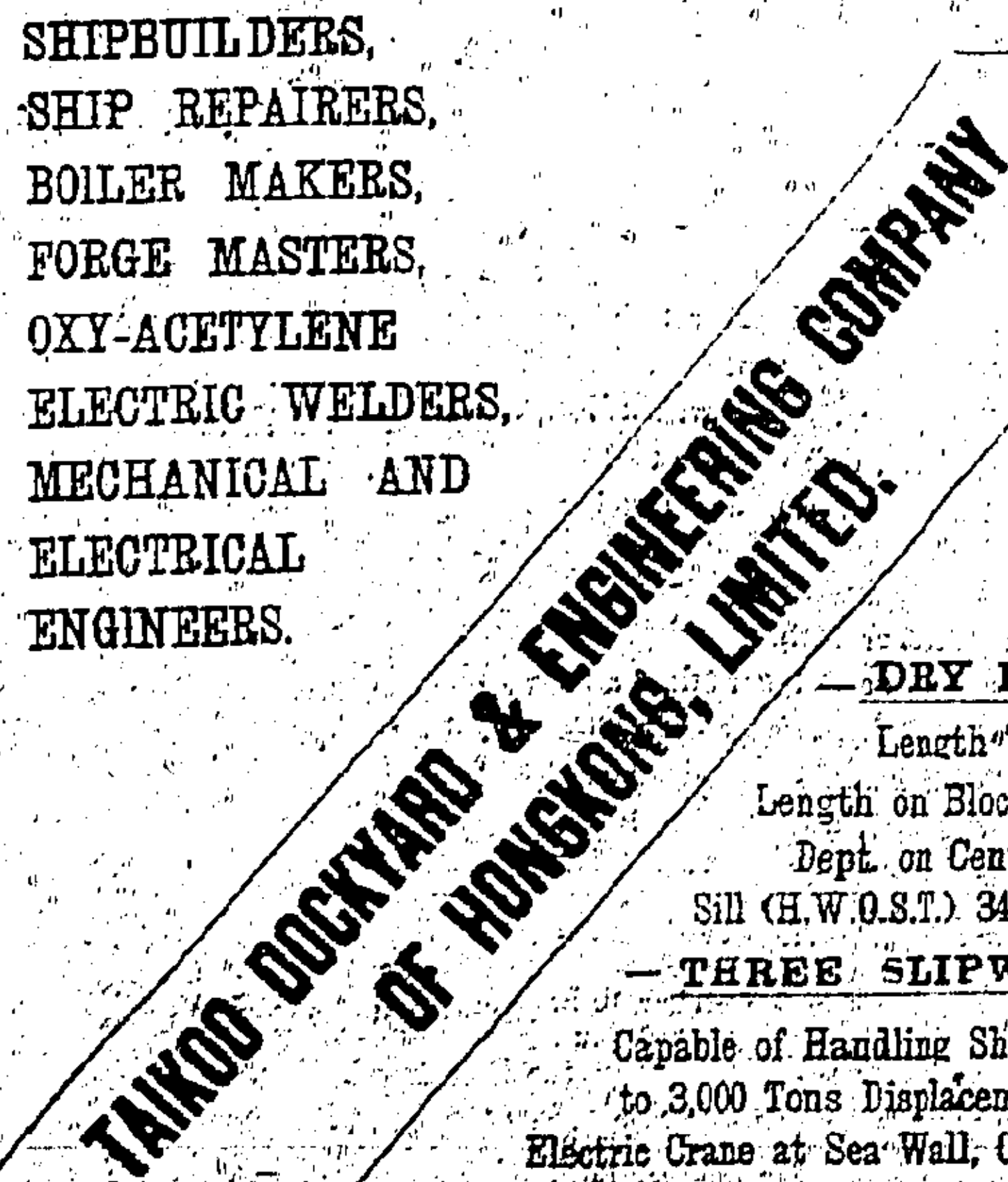
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Length on Blocks 750 Feet
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Capable of Handling Ships Up
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Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

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AGENTS.

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TELEPHONE No. 212.
AIR MAIL: "C" OVER ANG. PENANG.

SHIPPING NEWS

ARRIVALS.

October 4th.
Glennapp, British str., 5,577 tons, Capt. J. E. Griffiths, from Singapore, with a general cargo.—J.M. & Co.
 October 5th.
Annan Maru, Japanese str., 1,520 tons, Capt. J. Kawasaki, from Singapore, with a general cargo.—O.S.K.
Antiochus, British str., 5,791 tons, Capt. Wm. McIntosh, from Shanghai, with a general cargo.—B. & S.
Avon, motor-ship, 1,450 tons, Capt. O. Dabli, from Copenhagen, with a general cargo.—John Manners & Co.
Caung Hong, Chinese str., 249 tons, Capt. Leung Sau Kong, from K. C. Wan, with a general cargo.—Hong On & Co.
Guineeth, British str., 1,027 tons, Capt. B. W. S. Prichard, from Saigon, with rice.—Moller & Co.
Hansang, British str., 1,550 tons, Capt. A. D. Kelman, from Sandakan, with a general cargo.—J.M. & Co.
Huichow, British str., 1,222 tons, Capt. J. S. de Wolf, from Tientsin, with a general cargo.—B. & S.
Kanchow, British str., from Canton.
Loksang, British str., 979 tons, Capt. C. Alexander, from Shanghai, with a general cargo.—J.M. & Co.
Luchow, British str., 1,220 tons, Capt. P. Purdon, from Shanghai, with a general cargo.—B. & S.
Luchow Maru, Japanese str., 1,506 tons, Capt. T. Yanukawa, from Shanghai, with a general cargo.—N.Y.K.
Miyagishi Maru, Japanese str., 1,786 tons, Capt. H. Yagi, from Mito, with coal.—B.B.K.
Sosha Maru, British str., from Canton.
Suiryung, British str., from Canton.
Suiryung Maru, Japanese str., 2,728 tons, Capt. Y. Fujita, from Sandakan, with a general cargo.—O.S.K.
Tadai Maru, Japanese str., 1,091 tons, Capt. J. Saito, from Hongay, with coal.—M.B.K.
Tjisondari, Dutch str., 5,019 tons, Capt. E. H. Kroes, from Shanghai, with a general cargo.—J.C.J.L.
Van Clon, Dutch str., 2,850 tons, Capt. J. Schlotte, from Singapore, with a general cargo.—J.C.J.L.

CLEARANCES.

October 4th.
Dover Maru, for Chinwangtao.
Elkridge, for Manila.
Empress of Russia, for Shanghai.
Rinda, for Shanghai.
 October 5th.
Annan Maru, for Moji.
Antiochus, for Manila.
Avon, for Shanghai.
Glennapp, for Shanghai.
Gorjistan, for Swatow.
Haifooing, for Swatow.
Hainan, for K. C. Wan.
Huichow, for Canton.
Hydrangus, for Swatow.
Kama, for Suifu.
Kinson, for Hoihow.
Lake Furrow, for Suifu.
Loksang, for Canton.
Luchow, for Canton.
Lushan Maru, for Canton.
Mitsuki Maru, for Koochow.
Niechi, for Shanghai.
Sosha Maru, for Swatow.
Suiryung, for Amoy.
Suiryung Maru, for Takao.
Tjisondari, for Suifu.
Tjisondari, for Suifu.
Van Vollenhoven, for Pakhoi.

SHIPPING MOVEMENTS.

The s.s. *Bellerophon* (Blue Funnel) from New York and Boston left Manila on October 4th, and is due here to-morrow.
 The s.s. *Pyrrhus* (Blue Funnel) left Liverpool on September 20th for Hongkong, Shanghai, Kobe and Yokohama, and is expected to arrive here on October 21st.

VESSELS EXPECTED.

Achilles (Blue Funnel), due October 26th.
Alb Maru (N.Y.K.), due October 11th.
Alb Maru (N.Y.K.), due October 10th.
Alcinous (Blue Funnel), due Nov. 23rd.
Ana Maru (N.Y.K.), due October 9th.
Bellerophon (Blue Funnel), due October 12th.
Bennett (Ben Line), due to-day.
Changsha, due October 20th.
Dongola (P. & O.), due October 8th, 6 a.m.
Hokone Maru (N.Y.K.), due October 12th.
Ki Temples (Blue Funnel), due to-day.
Osaka Maru (N.Y.K.), due October 10th.
Polyphemus (Blue Funnel), due October 7th.
President Lincoln (P.M.), due October 21st.
President Taft (P.M.), due October 10th.
St. Albans (E. & A.), due about 6 p.m. to day.
Tosa Maru (N.Y.K.), due October 9th.
Wakasa Maru (N.Y.K.), due October 12th.
Yangtze (Blue Funnel), due October 17th.

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Empress of Canada, Empress of Australia, Empress of Russia, Empress of Asia, Empress of Scotland, Empress of France, Empress of Britain, Empress of India.
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 Eighteenth Class
 Nineteenth Class
 Twentieth Class
 Twenty-first Class
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 Sailing from Hongkong.
 FOR HAIPHONG via Hoihow & Pakhoi
 s.s. "HOZUI MARU" on or about 12th Oct.
 FOR KEELUNG via Swatow & Amoy
 s.s. "TAIKWA MARU" on or about 14th Oct.
 For further particulars, please apply to—
 Branch Office: No. 17 Bankman Street, West Tel. CENTRAL 154.
 Top Floor, King's Building Tel. CENTRAL 140.

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N. Y. K.

CLAIMS SERVICE TO ALTERNATION
 VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan port.
 Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
 YOKOHAMA MARU ... Monday, 23rd Oct., at 11 a.m.
 KAGA MARU ... Friday, 10th Nov., at 11 a.m.
 MARSEILLES, LONDON & ANTWERP via Singapore, &c.
 HARONE MARU ... Friday, 12th Oct., at 11 a.m.
 SUWA MARU ... Wednesday, 25th Oct., at 11 a.m.
 HAMBURG via LONDON, ROTTERDAM.
 DAKAR MARU ... End of October.
 CIVILSPOL via MARSEILLES.
 TOYOHASHI MARU ... Tuesday, 24th Oct.
 SYDNEY & MELBOURNE via Manila, &c.
 YOSHINO MARU ... Tuesday, 17th Oct., at 11 a.m.
 AKI MARU ... Tuesday, 14th Nov., at 11 a.m.
 NEW YORK via PANAMA.
 MAYEBASHI MARU ... End of October.
 NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE
 BOMBAY via Singapore and Colombo.
 AWA MARU ... Tuesday, 10th Oct.
 CALOUTTA via Singapore, Penang & Rangoon.
 TOSA MARU ... Tuesday, 10th Oct.
 NAGASAKI, KOBE & YOKOHAMA.
 AKI MARU ... Friday, 13th Oct., at 11 a.m.
 BANGHAI, KOBE & YOKOHAMA.
 AKITA MARU (Kobe Direct) ... Wednesday, 11th October.
 MISHIMA MARU ... Thursday, 12th Oct., at 11 a.m.
 or further information apply to— NIPPON YUSEN KAISHA
 Telephone: Central Nos. 302 & 303. K. H. KAMEI, Manager.

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 TO LOS ANGELES AND SAN FRANCISCO
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 "Dewey" ... Due Hongkong 24th Oct.
 "Elkridge" ... Leaves Hongkong 25th Oct.
 "Elkridge" ... Due Hongkong 5th Nov.
 "Elkridge" ... Leaves Hongkong 8th Nov.
 CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
 SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF
 LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.
 TO MANILA, SAIGON, SINGAPORE, BATAVIA,
 SAMARANG AND SOERABAYA.
 "West Prospect" ... Due Hongkong 10th Oct. (not calling at Saigon).
 Leaves Hongkong 12th Oct.
 THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.
 For INFORMATION APPLY TO
 STRUTHERS AND BARRY,
 1st Floor, Powell's Building,
 General Agent for JAPAN-CHINA-INDO-CHINA-STRATTS & JAVA.
 Central Phone No. 3008.
 G. P. BRADFORD, Res. Agent.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIJIKEMBANG	JAVA	in port	7th Oct.	SHANGHAI.
TIJILWONG	JAPAN & AMOT	7th Oct.	9th Oct.	MAKASSAR & SOERABAYA
TIJIKINI	JAPAN & AMOT	15th Oct.	17th Oct.	BELITON & BATAVIA.

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 The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a daily qualified cargo. Cargo taken at through rates to all ports in Netherlands India and Australia.
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 Regular monthly service between
 JAPAN PORTS SHANGHAI HONGKONG AND
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 Sailings, subject to alterations.

Steamer	For	Sailing on or about
"GEMMA"	Rotterdam, Amsterdam, Hamburg & Bremen	20th Oct.
"OOSTERK"	Amsterdam, Rotterdam, Hamburg & Bremen	20th Nov.
"OOSTERK"	Rotterdam, Amsterdam, Hamburg & Bremen	20th Dec.

 For full particulars please apply to—
 JAVA-CHINA-JAPAN LIJN
 General Agent,
 York Building,

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:

Address	From
Castle Cooke	Yokohama
Itakoshi	Kobe
Silin, s/s Jordiner	Tientsin
Kudomoto	Kobe
Hirakata Matsubara Hotel	Tokyo
St. Mark, U.S.S. Frigate	Shanghai
Blanchag	Amoy
Kibing	Kobe
Liangtauche, L. Charlie and Co. (S)	Shanghai
9235	Chinkiang
Liyauang, Kwongtaiyehon Amoy	Chinkiang
1487	Chinkiang
1144	Chinkiang
Poonliman Tackling & Co.	Hankow

 The following is a list of unclaimed telegrams lying in the Eastern Extension, Australia and China Telegraph Company's office at Hongkong:

Address	From
17681/19th Capt. Alt. New	Port Louis, Mauritius
576/2nd Hordeck	Singapore

WEATHER REPORT.

Oct. 5th, at 11.45.—Pressure has increased moderately at Vladivostok, and decreased slightly at the majority of other stations.
 The anticyclone is now central over S. Manchuria. The Guam typhoon appears to be moving N.W. At 6 a.m. this morning it was in about Lat. 17 deg. N. and Long. 142 deg. E.
 Fresh monsoon may be expected along the S.E. coast of China and moderate monsoon over the N. China Sea.
 Hongkong Rainfall for the 24 hours ending at 10 a.m., 5th Oct., 0.83 inch. Total since January 1st, 86.84 inches, against an average of 77.06 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—
 Direction: N.E. winds, moderate; fair.
 Hongkong to Gap Rock: N.E. winds, moderate; fair.
 Formosa Channel: N.E. winds, strong.
 South coast of China between (The same as) Hongkong and Lamoo: No. 1.
 South coast of China between (The same as) Hongkong and Hainan: No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 5th.

	Previous Day	On Date	On Date
	at 8 p.m.	at 8 a.m.	at 1 p.m.
Barometer	29.92	29.92	29.86
Temperature	79	75	82
Humidity	67	50	63
Wind Direction	E	N	E.N.E.
Force	3	1	1
Weather	0	0	0
Rain	0.18	0.00	0.63

Highest open-air Temperature on 4th — 79
 Lowest open-air Temperature on 5th — 72

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
 THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "STOLIA"
 ARRIVED HONGKONG ON 4TH OCT., 1922.
 FROM BOMBAY, COLOMBO & STRAITS
 CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out mark by mark and delivery will be obtained as the Goods are landed. This vessel brings on Cargo from Persian Gulf, B.I.S.N. and B. & P. S. N. Co.'s Steamers.
 Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.
 Goods not cleared within 8 days, including date of arrival will be subject to rent.
 No Fire Insurance will be effected by us in any case whatever.
 Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays.
 All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.
 No Claims will be admitted after the Goods have left the Godown.
 MACKINNON, MACKENZIE & CO., Agents.
 Hongkong, 4th September 1922. [1558]

THE EAST ASIATIC CO., LTD. COPENHAGEN.

THE M/S. "ASIA"
 having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th of October, 1922, will be subject to rent.
 All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Goddard & Douglas on the 11th of October, 1922, at 10 a.m.
 All claims must reach us before the 14th of October or they will not be recognised.
 No Fire Insurance will be effected.
 Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD. Agents.
 [1574]

"ELLERMAN" LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

.. "CITY OF TOKIO" ... 20th Oct. ... Shanghai, Kobe, & Yokohama.

HOMEWARDS.

.. "CITY OF SYDNEY" ... 10th Oct. ... London, Antwerp, Rotterdam, Hamburg & Glasgow.

PASSENGER SERVICE.

.. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 .. "CITY OF YORK" ... beg. Feb. ... Marseilles & London.
 .. "CITY OF SIMLA" ... mid. March ... Marseilles & London.
 .. "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

REISS & CO., CANTON. THE BANK LINE, LTD.
 (Tel. Central 780)

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

.. "CITY OF MELBOURNE" ... via Suez Canal ... 15th October.
 .. "HILLESBROPH" ... via Suez Canal ... 24th October.
 .. "KENTUCKY" ... via Suez Canal ... 8th November.

Steamers proceed via Suez Canal or Japan Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG
 (JOHN SWIRE & SONS, LTD.)
 HONGKONG AND CANTON. REISS & CO., CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATION.	STEAMER & DEPARTURE.	SAILING DATE.
SHANGHAI, KORE & YOKOHAMA	"PORTHOS" ... 20,000 ... On or about 12th Oct. "CHAMBERD" ... 13,000 ... On or about 27th Oct.	
HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DUEBOUT, SUEZ & PORT SAID	"ANGERS" ... 15,000 ... On or about 17th Oct. "AZAY LE RIDEAN" ... 15,000 ... On or about 31st Oct. "PORTHOS" ... 20,000 ... On or about 14th Nov. "CHAMBERD" ... 13,000 ... On or about 28th Nov.	

COMMERCIAL LINE

OCEAN PORT-LEIKOES, "LE DE MISSISSY" ... Mid-Oct.
 HAVRE, DUNKERQUE, "MEINAM" ... 1st part Nov.
 ANTWERP, "COM. RAMET" ... 1st part Dec.

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to
 COMBINATION-TRANSIT-
 REPRESENTATION:
 Telephone Central 748.

A. JORARD,
 Acting Agent,
 Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers. Electric Light and Fans in staterooms. Saloons and Excellent cuisine!

FOR

SWATOW, AMOY & FOOCHOW

(AND RETURN)

(Occupying 5 or 10 Days)

HAIPHONG: ... Capt. W. C. Passmore ... Tuesday, 10th Oct., at 1 p.m.

Arrival and Departure from the Company's Wharf (near Elm's Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,
 General Manager

JAPAN COAL**GENERAL IMPORTS & EXPORTS**

AGENTS FOR—
 THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHoji KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

P. & O., British India**Apcar and****Eastern & Australian Lines**

COMPANIES Incorporated in ENGLAND.

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORYLOW, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KALYAN"	5,497	11th Oct. 8 a.m.	Marseilles, London & Antwerp.
"SICILIA"	6,703	19th Oct.	(Singapore, Penang, Colombo, & Bombay.)
"MANTUA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,066	28th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	28th Nov.	do.
"KARMA"	8,000	28th Dec.	Bombay, Marseilles, London & Antwerp.
"KARAGAB"	8,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,000	10th Jan. 1923	do.
"SARDINIA"	6,500	14th Jan.	do.
"NELORE"	6,503	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	5,497	7th Mar.	do.
"KARMA"	8,000	21st Mar.	do.
"KHYBER"	8,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"EGRA"	5,108	9th Oct.	Singapore.
"JAPAN"	6,000	16th Oct.	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	45,00	1st Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SICILIA"	5,703	6th Oct. D.L.	Shanghai.
"TAND"	7,000	7th Oct.	Amoy & Kobe.
"ST. ALBANS"	45,00	7th Oct. 4 p.m.	Japan Direct.
"DONGOLA"	8,066	9th Oct. 10 a.m.	Shanghai, Amoy, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must carry their own Hotel expenses at Hongkong while awaiting the ship.
 First Class Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the ships of their P. & O. Tickets Singapore to Calcutta.
 All Cables are fitted with Electric Fans free of charge.
 Parcels (Maximum weight not more than 35 lb. x 3 ft. x 1 ft.) will be received at the Company's Office up to 10 p.m. on the day previous to sailing.
 For further information, Passage Fares, Freight, Handbags, etc., apply to—

MACKINNON, MACKENZIE & CO.

22 Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES— Monthly direct service via Singapore and Port Said. "AMAZON MARU" ... Saturday, 11th Nov.	
BUENOS AIRES, RIO DE JANEIRO, SANTOS, DUREAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE. "PANAMA MARU" ... Tuesday, 31st Oct.	
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE. "HIMALAYA MARU" ... Friday, 12th Oct.	
SAIGON, HANGKOW & SINGAPORE—Regular monthly Passenger Service. "SAIGON MARU" ... Friday, 8th Oct.	
CAIRO, SINGAPORE & HANGKOW. "SAIGON MARU" ... Sunday, 8th Oct.	
VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.	
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports. "HAYRE MARU" ... Friday, 13th Oct.	
NEW ORLEANS LINE via SUEZ. "ANNAN MARU" ... Friday, 6th Oct.	
JAPAN PORTS—Kobe & Osaka. "ANNAN MARU" ... Friday, 6th Oct.	
KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers. "KALU MARU" ... Every Sunday, Noon.	
"AMAKURA MARU" ... Friday, 6th Oct.	
TAKAO via SWATOW, AMOY. "BORU MARU" ... Friday, 6th Oct.	
Tel. Central No. 400.	

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK	
S.S. "CAELIO PRINCE" ... End of November.	

For Freight and full particulars apply to—

Telephone Central 2100.

Telegrams (Paraprice)

FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain),
St. George's Buildings.**C. N. C. CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
AMOY & SHANGHAI	"SUIYANG"	On 8th Oct. 7 a.m.
HAIPHONG	"FOOCHOW"	On 7th Oct. 7 a.m.
SHANGHAI & TSINGTAO	"SINKIANG"	On 7th Oct. Noon.
SHANGHAI	"LUOHOW"	On 8th Oct. 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"HUOHOW"	On 9th Oct. 4 p.m.
HONGKOW, FAKHOI & HAIPHONG	"KAIPOH"	On 10th Oct. 7 a.m.
CHENAN	"YINGCHOW"	On 10th Oct. 7 a.m.
SWATOW, SHANGHAI & TSINGTAO	"TIENSIN"	On 10th Oct. 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 13th Oct. 4 p.m.
SHANGHAI & TSINGTAO	"SUNNING"	On 14th Oct. 4 p.m.
SWATOW & SINGAPORE	"KWANGTUNG"	On 15th Oct. Noon.
SHANGHAI	"CHEKIANG"	On 15th Oct. 4 p.m.
SWATOW & BANGKOK	"KALGAN"	On 17th Oct. Noon.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
 Excellent Saloon accommodation, ships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yunnan and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconveniences of transshipment at Swatow.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
 For Freight or Passage apply to— BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 Telephone Central 28.
 CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAIYUAN"	2nd Oct.	8th Oct. 3 p.m.
"CHANGSHA"	2nd Oct.	20th Oct. 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice. Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares! Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.) Agents.
 Telephone Central 28, 34.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.**TRANS-PACIFIC SERVICE**

Freight and Passengers

Fare to European Ports US\$ \$620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA AND HONOLULU:

S.S. "PRESIDENT TAFT"	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT LINCOLN"	Oct. 14th	Nov. 5th
S.S. "PRESIDENT LINCOLN"	Oct. 25th	Nov. 16th
S.S. "PRESIDENT LINCOLN"	Nov. 8th	Nov. 20th

Sailings and Fares Subject to change without Notice.

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG AND BANGKOK.

S.S. "LAKE PAUL" ... Oct. 7th, 5 p.m.

TAMPA INTER-OCEAN S.S. CO.

TAMPA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "ETHAN ALLEN"	Oct. 10th
S.S. "HARVEY"	Nov. 8th
S.S. "PATRICK HENRY"	Dec. 7th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.
 Telephone Central 141; Cable Address "SOLANO" Union Building, Hongkong.
 Agents at Canton—REISS & Co.

DODWELL & CO., LIMITED.**REGULAR SAILINGS TO NEW YORK & BOSTON**

For NEW YORK & BOSTON via SUEZ

.. "KENDAL CASTLE" ... sailing on or about 15th November.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.
 FUMES having been reported for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

.. "TRIESTE" ... sailing on or about 11th October.

FOR BRINDISI, VENICE & TRIESTE

.. "TRIESTE" ... sailing on or about 28th October.

Passenger Loggers can be issued at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

.. "UNLAI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,
Agents.

